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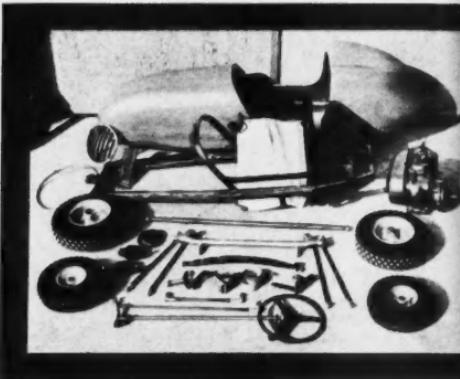
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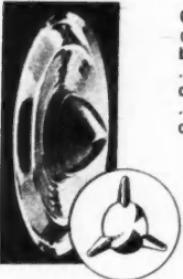
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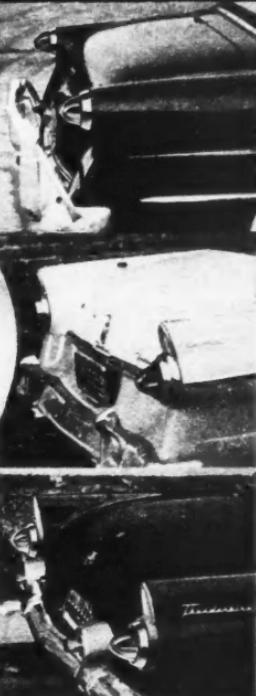
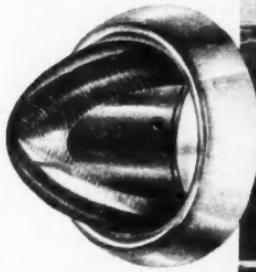
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The "Custom Car" Magazine

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No. 8

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## cover

Young Dennis Lodes of Alhambra, California is through his weekly pre-race tuning operation a rapid quarter midget for the very benevolent man on his left—al' Kriss Kringle, himself. This will be quite a common combo comes time for Santa's visit in December. Quarter midgets are sweeping country for "junior size" activity, and if you want to become part of this fantastic sport, check out our quarter midget feature this month which begins on page 4.

Anscochrome by Al Paluszak

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# WORDS from the EDITOR

UR YEARS AGO in Anaheim, California, an ex-hot rodder and race car owner named Doug Caruthers slipped his young son Jimmy into the cockpit of a fiberglass-bodied miniautomatic race car, fastened the safety belt, buckled chin strap of his crash helmet and pushed the car onto a small backyard race track. Jimmy throttled the tiny speedster around the track lap after lap, and Doug stood on the sides with a smile of contentment — a new wonderful sport was born.

today, this new sport, eligible to "small fry" (ages 4 to 12), is sweeping the country and is aptly called America's "Quarter Midget". In four years quarter midget activity has moved from a handful of participants, sons and daughters, to several hundred members and thousands of weekly spectators. The original 20th of a mile dirt track Anaheim's "Jelly Bean Bowl" has been duplicated some twenty to thirty times over in these United States by new associations. What once used to be a prototype race is now just one of ten or twelve body designs being manufactured by various companies and available for competition. Yes, the quarter midgets are here to stay... but for long?

To this day, the quarter midget sport stands alone—but unorganized! It is basically made of small community associations that have created their own particular rules and regulations. Many of these associations operate under boundaries that are well within the compulsory boundaries that assure protection for young "pint-size" drivers. But others, a small minority, are dangerously bordering on the "ragged edge". These minority groups encourage unlimited souping of engines. They use fuel additives encouraging higher speeds. And, in general, are striking for safety or injury of a young driver. When, if this ever happens—"Quarter Midget" racing will be through! It's evident, therefore, that a "governing body" is definitely needed to organize and unite these associations under a national rules and regulations program. Let's hope "Quarter Midgets" rolling by forming sensible and intelligent leadership! I'm sure if you asked the young drivers who make up this sport what it is, you'd get your answer.

—dick day

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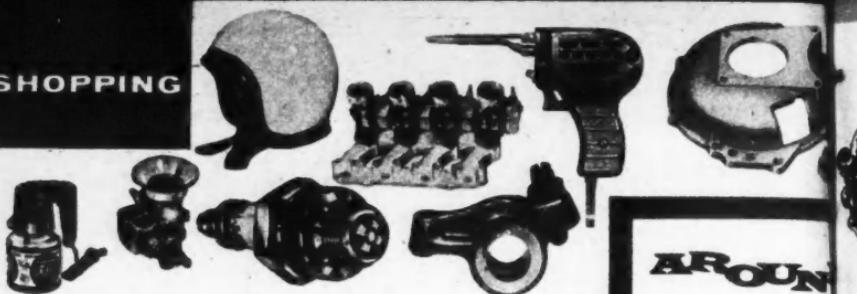
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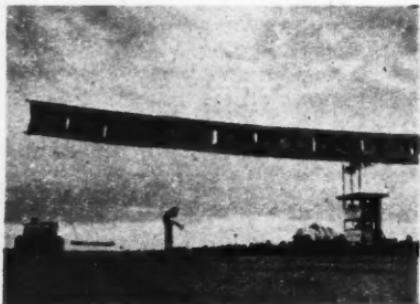
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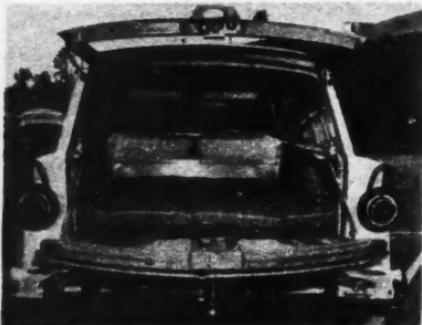
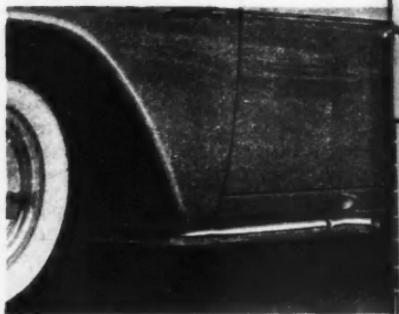
### RACING FILMS AVAILABLE

So-Cal Productions' library of Speed-Spot films is now available for rental. These 16 mm racing movies are all in color and sound and cover all phases of sport — hot rods, stock cars, sport cars, boats, motorcycles, etc. Included are such events as the National Championship Drags, Daytona Speedwee Pikes Peak, Catalinas and many others. For complete list of films available write So-Cal Productions, 1104 So. Victory Bl. Burbank, California.

### LAKES PLUG — LP 134

Here is a new item, LP 134, available either chromed at \$15, or unchromed at \$5 each. These Lakes Plugs have a straight section two feet long, which fits under the door of a car approximately one inch in from the edge of the body. They look nice and are very popular. Special chrome bracket for installing, \$2.00.

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#### "LEDHED McSLABB"

Dear Sir:

"The Legend of Ledhed McSlabb"—keep this type of thing coming. It's worth all the so-called *wasted pages*, I really enjoyed the article. Let's have another soon.

—Don Kroab  
Glendale, California

Dear Sir:

I agree with Mr. Dowd, let's keep this type of article in the comic books. You have too good a magazine to start dropping off the deep end with ridiculous articles. Let's just have the plain, simple, old, beautiful, car features that have made your magazine what it is—O.K.?

—Jim Kline  
Cherry Point, Carolina

Dear Sir:

I was reading the "Letters" column in the October '56 issue and spied the "Ledhed McSlabb" hassle. Well, about this "McSlabb" fella—YEAH!!

—Ty Grim  
Pekin, Illinois

Dear Sir:

Enjoyed your "Ledhed McSlabb" article very much. But don't kill this type of thing off by presenting it too often. Once every three or four months would be fine.

—Tony Burdett  
Salt Lake City, Utah

Dear Sir:

Tell John Dowd to take a long walk on a short pier. Let's see more "McSlabb" goodies. I took the mag with me to my geometry class the other day and all of us guys just about

lost our marbles laughing at Ledhed digging Chauncey's clothes—and the bit about chopping the top with a can opener. Can't how you can lose with this type of come

—Robert Ross  
South Bend, Indiana

Dear Sir:

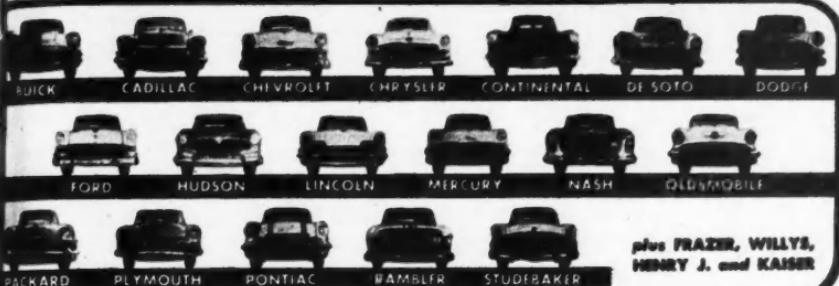
I feel that you are restricted completely to automobiles with CAR CRAFT Magazine right? With this true, what better variation editorial content could you offer us readers than to stick in a fiction feature like "The Legend of Ledhed McSlabb". This Carl Kohl has an abundance of talent—don't waste let's see more of these fiction situations.

—Jim Johnson  
Keslo, Washington

Here's a few of the pro and con letters we recently received. Every letter sheds a little light on the subject of whether we should carry on or continue the fiction features, such as "The Legend of Ledhed McSlabb", "Nok Swindles McSpindle". We would still like to hear from more of you, so drop us a line, member, this is still your magazine—right down the line! — Ed.

#### MOTORAMA and MOTOR REVUE

THE Annual International Motorama and Motor Revue, held annually each fall in Los Angeles, has been postponed for spring presentation. Although definite dates have not been set, the sponsors announced that the show probably will be presented late in April or early in May of 1957.



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# NATIONAL CHAMPIONSHIP DRAGS

*Three hundred and fifty of the nation's  
hottest "clutch artists" vie for quarter mile  
championship records and title*

Photos by Eric Rickman, Bob Knight



Y BOB PENDERGAST—NHRA PUBLICATION EDITOR

The button the gent in the ten-gallon hat was wearing was yellow, and about four inches in diameter. On it, in bold black letters was the inscription "Texas and National Championship Drags - 1956!"

Although the Texans *did* come away from this meet with success in proportion to their entries, the largest in number, the badge *was* a gag. No one left Kansas City, Missouri, site of the meet, without the knowledge that this was the largest National Championship the automotive sport ever boasted.

With entries totaling three hundred and fifty, from thirty-three of the states — plus representation from Canada and Hawaii, the Nationals took off with a roar. Initial burst of sound came from the screaming blower on Cal Rice's "JE. Riley Special" from Santa Ana, California (last year's champion), as it officially opened the meet on Friday, August 31, by taking the first run on the Kansas City Timing Association's new and beautifully paved thirty-five hundred foot drag strip.

The second "big sound" of the meet was the voice of the crowd (estimated at 35,000 for the four days) as they heard announcer Bud Evans call out the Riley Specials' speed on that inaugural run — 9.99 seconds elapsed time, the fastest ever recorded by official NHRA timers.

National Hot Rod Association, sponsors of the event in cooperation with the Socony-Mobil Oil Company, had their hands full with attending to the certification of the many records which fell during the official record-setting session held on Sunday, September 2, the third day of the meet. Outstanding among these was the 152.28 mph top time turned by the aforementioned Riley Special. Although still the National Record for the Dragster Class, this time was eclipsed later in the meet by an astonishing speed of 159.01 mph turned in by Anaheim, California's Bob Alsenz, at the wheel of Kenny Lindley's "MISS-FIRE II" dragster.

Since National Records must be established under conditions equalized as much as possible, this time could not be accepted as the Official Record for its class since it was not achieved during the prescribed period of time. It was good enough, however, to remain the top time of the meet, top time on fuel, and top time by a Chrysler

CONTINUED

*Kenny Lindley's Chrysler-blown "Miss-Fire II" driven by Bob Alsenz, cranked an unbelievable 159 mph for 1/4 mile distance. Fantastic — but beautiful, with Competition Body Shop paint job and striping by "Von Dutch". Car won "Best Engineered Award", Chrysler engine, 55 gallon drum of nitro and fast time trophy.*

# NC DRAGS

powered car, thus winning the crew of the "MISS FIRE II" a host of awards, which included: a new Chrysler engine (one of nine various make new engines awarded) a 55 gallon drum of nitro, and the coveted Top Time Trophy, awarded by Rod & Custom Magazine.

Cal Rice, Bob Alsenz, Arthur Arfons, driver of the famous Green Monster, were the trio who bested 150 mph at the Nationals, thus entitling them to membership in the new and exclusive Hot Rod Magazine's 150 MPH Club,

(Continued on page 15)



Kenneth Mansfield, representative Commercial Solvent Corporation, and Kenny Lindley and jubilant crew of "Miss Fire II" with 55 gallon nitro certificate for turning fastest time of meet—159 m.



Bert Kesler and Dean Gamma from Mattoon, Illinois, display their special bodied Crows with cross mounted Olds engine. Gear driveline is feature





and Allega from Independence, Mo. (left), breaks out of starting line chute  
in his '56 Chevy to cop D/GCS elimination trophy. Competitor is Ed Harris.



Christian from Lubbock, Texas (right), prepares to eliminate John Cummiskey of  
Chicago, Illinois, for B/ACS class. Lee's Deuce is not only rapid, but beautiful as well.



ill Zaiser, Catonsville, Md., did very well with his deceiving "Uncle Daniel"  
model A) with supercharged Olds engine. Lined up with John Lovelean, Fort Worth,  
was (right), Willie buries his "pinky" in Olds powered 'A' to emerge top A/GCS.

**RIGHT.**

Dave Marquez and crew were  
on hand again this year walking  
off with top honors in B/HR.  
Also won CAR CRAFT Magazine  
award for "Best Appearing Car."

**LEFT.**

Carl Grimes from Phoenix, Ariz.  
folds back specially binged '48  
Fiat body displaying '56 Buick  
mill. Jack Moss (foreground)  
drove miniature dragster to  
118 mph for record in A/CS,  
and top eliminator in class.



## NC DRAGS

*Lyndall White and crew up from Amarillo, Texas, with well designed B/OG Dodge-powered dragster set record at 115 mph but tweaked axle in elimination.*



*Upset of meet was this elimination heat between "Riley Special" and Melvin Heath's dragster. Race terminated with Heath one and a half car lengths to the good at 115 mph.*



*"Safford & Shores" (left) from Azusa, California, clicked in A/SR class for 102 mph while eliminating Al Corney, Indianapolis, Ind., driving clean '39 Cad.*



*Luther Wheat, Madera, California (left), and Norm Koborg's "Golden Rod", Omaha, leave starting line during eliminations. Two immaculate cars and two good sports.*

ated to drivers reaching or exceeding that speed at the annual National Hot Rod Association sponsored National Championships. After Arfons turned 150.75 in the Allison he was awarded "Monster" as his bid for entrance in the select group.

Top performance of the meet actually wasn't based on the strip — but instead in the pits,

and in town, where the good sportsmanship of the nation's rodders was in evidence everywhere. Friends made at the Nationals are the best kind — the kind that will be glad to see each other again every year, as the annual National Championships march their inevitable way toward becoming the outstanding sporting event of the country.



considered a "dark horse" early in the meet, Melvin Heath, Rush Springs, Oklahoma, toolled his Chrysler-powered dragster to sub line time after time to finally emerge "Top Eliminator and National Champion" for '56. Heath prepared for championship bid by winning both Rocky Mountain and Southwest Regional Championship "Safari" meets staged by NHRA in '56.

#### GHT.

Hawaiian "Wiki-Wiki" coupe made 8,600 mile trip to compete in the Nationals. Won elimination trophy for A/FCA and "Longest Distance Award".

#### GHT.

Kansas City, Kansas, entry, Don Bleicher's modified roadster, and family. Car displayed beautiful workmanship and safety features. Turned 129 mph.

CONTINUED ON PAGE 50

EMBER 1956



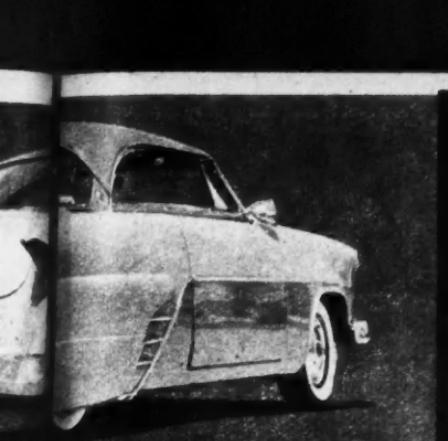
# QUEEN OF THE "VIC'S"

CLARKAISER—popular Detroit custom shop applies considerable torch work to the '53 Ford

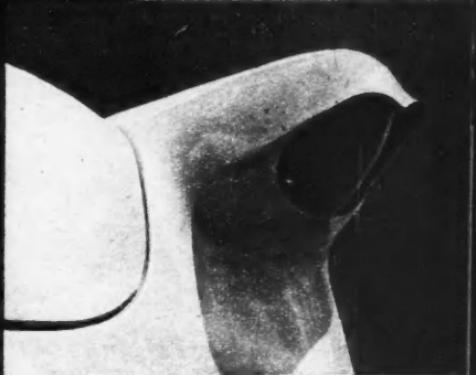
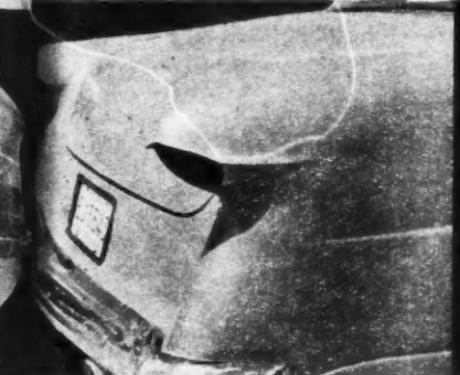
Photos by Dale Finley



Large "eastern style" fender skirts designed to flow with "swept back" side scoops. Scoop's three trim bars bring against trailing '55 Pontiac side trim.



Straight from the "Automotive Capitol of the World" comes this immaculately detailed '55 Ford custom owned by Frank and Charles Gilardone. Lending the Silver Grey "Vh" its new allure is the crafty巧and madcap of Detroit's prominent custom body shop—Clarkaiser". Grille cavity of the Ford was altered to accommodate complete '55 Meteor grille assembly. Frenched headlights display special sheet metal shades. '55 Merc grille trim dress out cleverly scooped hood. Front bumper is relieved of all trim augmenting styling.



Taillights present one of the most original designs we have encountered. All specially hand formed sheet metal, lenses are deeply tunneled and divided by special center partition. License plate is sunk into rear body panel. Car is lowered in mild 2½-inches. "Flat top" appearance is largely due to a full two-inch top chop.

**ENGINE SWAP:**

# **HOT OLDS FOR YOUR T-BIRD**

*when you take a woman's roadster away from  
her, you can't substitute a stock car.*



*Bob Betz, above left, and Ak Miller have just removed the stock engine from this '56 T-Bird and are checking the cavity into which the hot Olds engine at the front of the car will be fitted. Picture on opposite page shows engine compartment sans engine.*

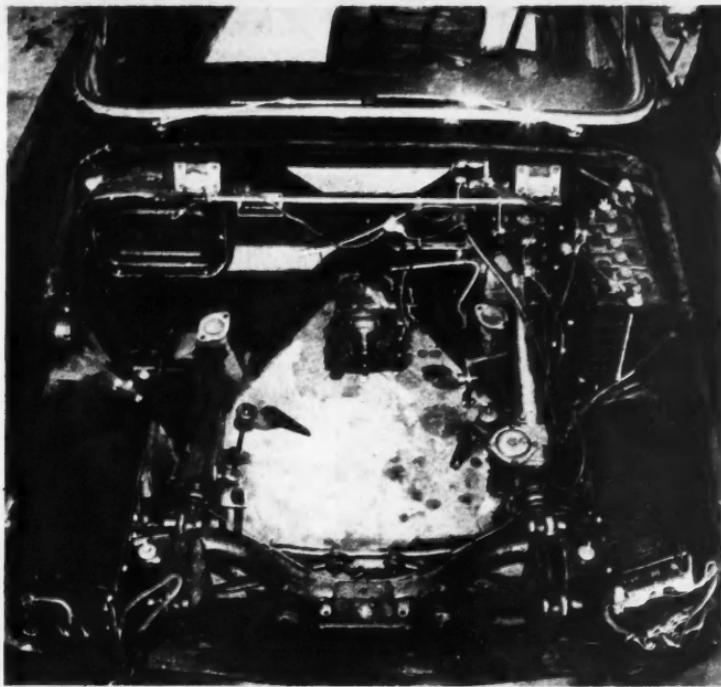


Photo story by Ray Brock

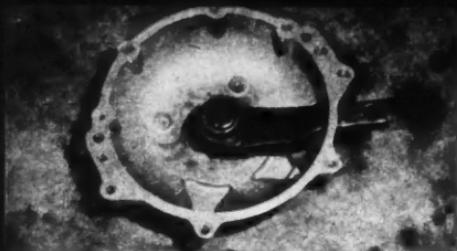
MOST PEOPLE ARE so thrilled with a new car that they don't dream of making changes until after they have driven it for a number of miles, but Ak Miller's wife, Chub, isn't that type. Chub recently bought a new T-Bird to take the place of the Oldsmobile powered '32 Ford roadster that she had been using for her shopping car but which Ak had sold. She had test driven a few T-birds before deciding to buy but wasn't too happy with the power department. She was set to a roadster that turned 95 mph in the quarter and wasn't willing to settle for anything less. Ak had promised Chub an Olds engine to replace the Ford engine when she got her T-Bird and there were less than 200 miles on the new car when the switch was made. Before yanking the Ford engine, a trip to the drag strip for comparison purposes disclosed that the stock T-Bird with standard transmission was good for 80 mph in the

quarter just like it came from the dealer.

The engine used was a '56 Olds block, ported '56 heads with large valves, stock '56 cam with Ak's adjustable push rods and a C & T  $\frac{1}{2}$  inch stroker crank assembly with  $\frac{1}{8}$  inch overbore. Total cubic inches, 395. The ignition was Ak's own and the intake manifold was Weiand.

The adaption was accomplished in two days and was not too complicated as the pictures will show. The results are completely to Chub's liking and a ride in the car quickly makes anybody a believer in the old cubic inch theory. With the 3.72 rear end gears, the innocent looking T-Bird can be slowed down to 10 mph in high gear and will smoothly take off at a rapid rate of acceleration when the throttle is tickled. A trip to the drag strip resulted in a 102.75 mph run and since then, Chub has been bringing home trophies as well as groceries in her new shopping car.

CONTINUED



## ENGINE SWAP: continued

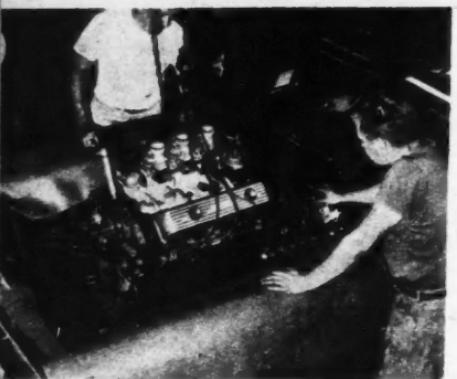
1. Cragar bell housing adaptor was used to hook 395 cubic inch Olds to the T-Bird stick shift transmission. T-Bird throwout arm was also used but truck arm might be better since this one was short.



2. As shown in this picture, the T-Bird throwout arm is both short and in the wrong position to align with the clutch linkage. Longer truck arm could be brought out of housing at higher location.



3. Heavy duty Oldsmobile eleven-inch clutch pressure plate and disc are bolted to the engine by Ak. Ignition has been reworked to dual coil setup for better performance.



4. Complete engine minus the left side exhaust manifold is lowered into the chassis by Ak and Betz. Engine sits well forward of firewall and slightly higher than the T-Bird engine.

continued

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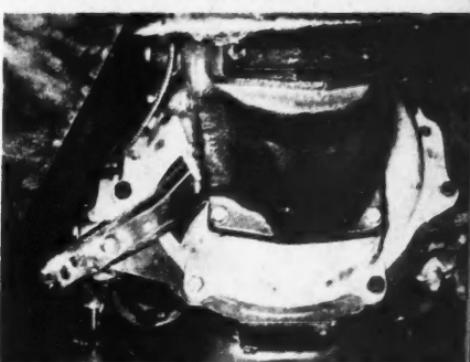
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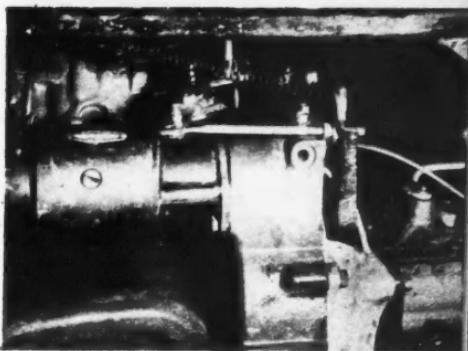
5. With the Olds engine bolted to the Ford transmission in stock position, the stock Olds front engine mount will match perfectly with T-Bird frame bracket and only two new holes are needed.



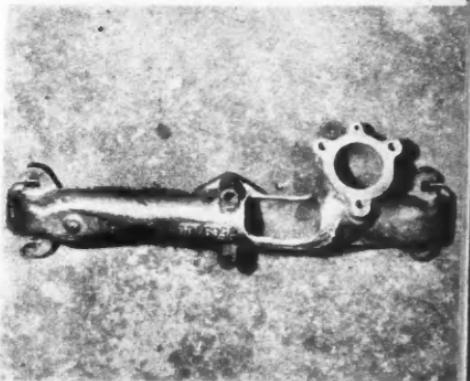
6. As seen from the rear, an end from an old Ford throwout arm was spliced to the T-Bird arm so that it would extend out past the lower bell housing and starter motor.



7. Linkage that actuates push rod was also extended downward to align with lengthened arm. Starter can be moved to right side with an adaptor but would require relocation or removal of Olds oil filter.



8. Left exhaust manifold would not clear the T-Bird steering gear box so section was cut from the cast iron manifold and  $\frac{1}{8}$  inch plate made to fit the cut.

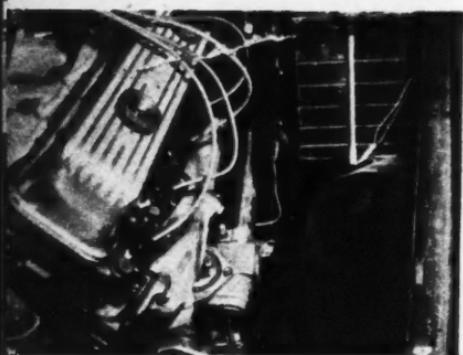


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## ENGINE SWAP: continued



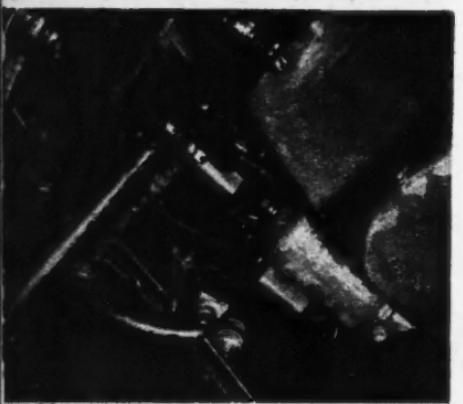
9. With plate brazed in place, manifold will fit the engine and clear steering box. Cross sectional area of the manifold at the point of cut was restricted by less than 25%.



10. Left manifold in place. Special headers could not have been used too well either due to the jacket on steering column passing directly in front of center port.

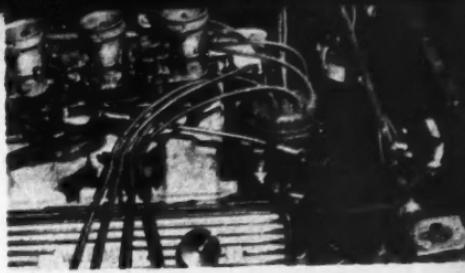


11. Right exhaust manifold is support for the generator and both clear 'A' arm and fender panels with room to spare. Exhaust pipe routing is simple on both sides.



12. T-Bird stabilizing rods were used on each side since engine mounts both front and rear are centered on engine. Rods were placed between stock frame brackets and brackets on manifold bolts.

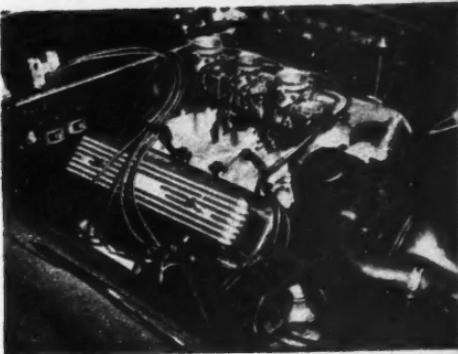
13. Olds engine has plenty of firewall clearance. Electrical system was changed to operate with Olds generator by merely switching to an Olds 12 volt voltage regulator.



14. Front of Olds engine sits slightly higher than Ford and fan is bigger so it would not fit inside the radiator shroud until the blades were shortened 3 inches.



15. High performance is an easy matter for this engine. The engine is mildly souped but well supplied with cubic inches. Intake manifold is Weiand and the carburetors are Stromberg 97's.



Home from a shopping trip to the market, Chub Miller is quite satisfied with her T-Bird. She has  $\frac{1}{4}$  mile time of 102.75, many trophies.

# QUARTER MIDGETS GO

wide selection of cars  
and equipment provide "pint-size"  
enthusiasts with first class  
competition all over the country

Photos by Medley, D'Olivo, Rickman



# BIG TIME



*Opposite page, Larry Hall waves to the crowd as the starter introduces him. Above, a race driver's meeting is held to explain rules. Snow-cone helps calm one driver. Right, eight-year-old Linda Valona took trophy and \$500 scholarship at Las Vegas.*

By Ray Brock

TITLE DID WE at CAR CRAFT realize when we gathered material for our first story on Midgets to go in the March, 1955 issue, but it was not just a local fad. At that time there were only a couple of tracks in Southern California and a couple of outfits putting together car kits. Now, we have at least nine companies making cars in either kit or completed form, plus maybe a few more which haven't been brought to our attention yet. There are several pieces of speed equipment and other special items available and even small size crash helmets to fit Junior's head. As for tracks, there are dozens around Los Angeles and we have heard of others being established in Oregon, New York, Nevada, Utah,



Arizona, Kansas and many other states. One Los Angeles car dealer is even attracting buyers for his new cars by giving free driving instructions in 1/4 midgets to the prospective buyer's kids on a track he has built on his car lot.

Because of the increasing nation-wide interest in these pint sized speedsters, we have gathered together all of the information we could locate on cars, kits, etc., to give all of the interested fathers or big brothers in our reading audience a rundown on what is available. Some companies sell individual parts from their kits and it is also possible to buy just a body if you wish to build your own chassis.

CONTINUED



*This is the car which Dennis Lodes and Santa are looking over on our cover. It was made from a Viking-Craft kit, below.*



*Right rear wheel is only driving wheel on  $\frac{1}{4}$  midgets so some owners have been buying special retreads to get better traction.*

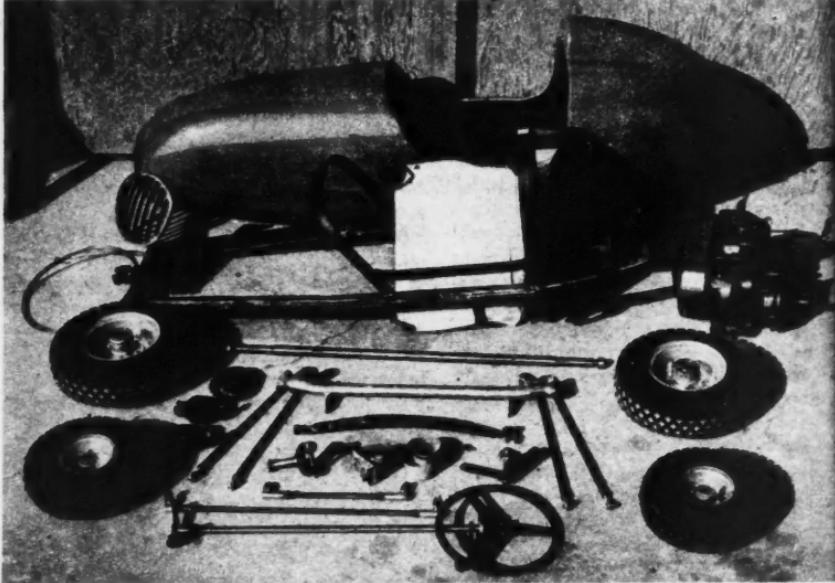
## QUARTER MIDGETS contine

Specifications for these cars are pretty much universal but if you do contemplate building a car, we suggest that you contact the association in which your car will be raced before progressing too far. Some eastern associations differ slightly from the western groups in their rules.

To date, the top  $\frac{1}{4}$  midget get-together in terms of publicity and prizes was probably that which we attended on Labor Day in Las Vegas, Nevada. The Las Vegas Junior Chamber of Commerce was the sponsoring body as they put on the first National Quarter Midget Championship event at the 1/20th mile dirt track on the grounds of the Showboat Hotel. It was an invitational meet with the local leadfoots and several out-of-state juvenile drivers fighting for top honors. Qualifications were held on the night prior to Labor Day and the field was cut down to the top 30-odd cars.

*(Continued on page 28)*

*Viking-Craft kit, below, can be assembled in six hours or complete car is available. Address: 536 Juliana St., Anaheim, Calif.*



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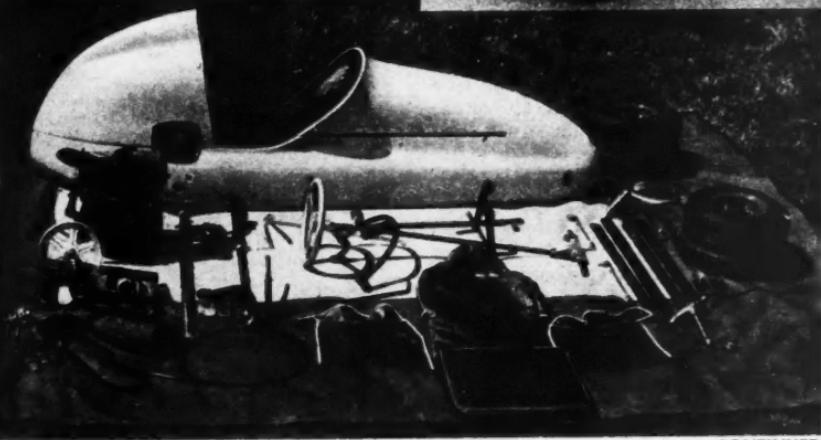
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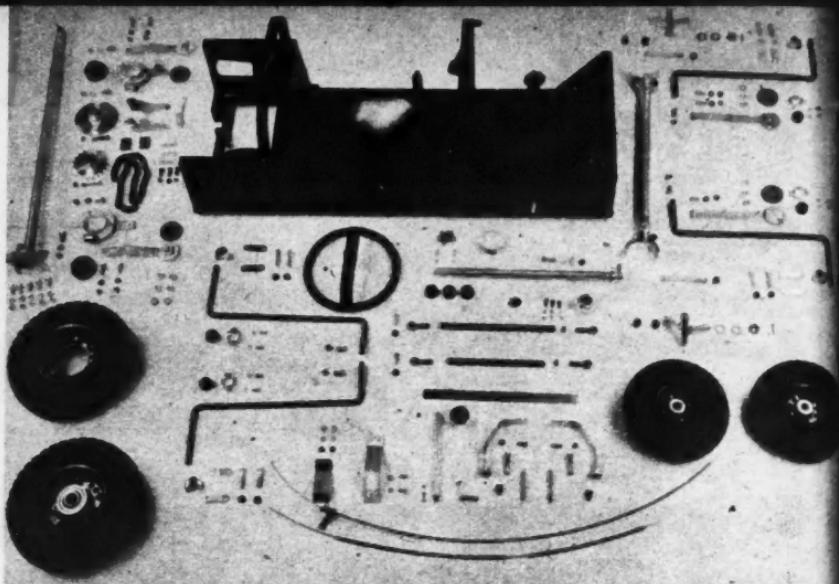
edway 1/4 midgets are in both complete car and kit form. Frame is channel iron, body  
fiberglass. Complete car weight is less than 200 pounds. For more information, write:  
edway 1/4 Midgets, 11483 Van Owen, North Hollywood, Calif. Cars can be financed.

mble  
ilable

Calurette race car, right and below, is built  
Schiller Engineering, 795 Wyngate  
ive East, Elmont Long Island, N.Y. Fea  
s include automatic clutch, rewinding  
ter, rack and pinion steering, two wheel  
ake and choice of 2 or 2½ hp engines.



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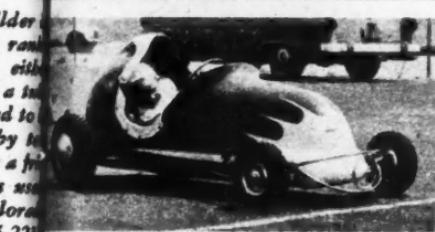
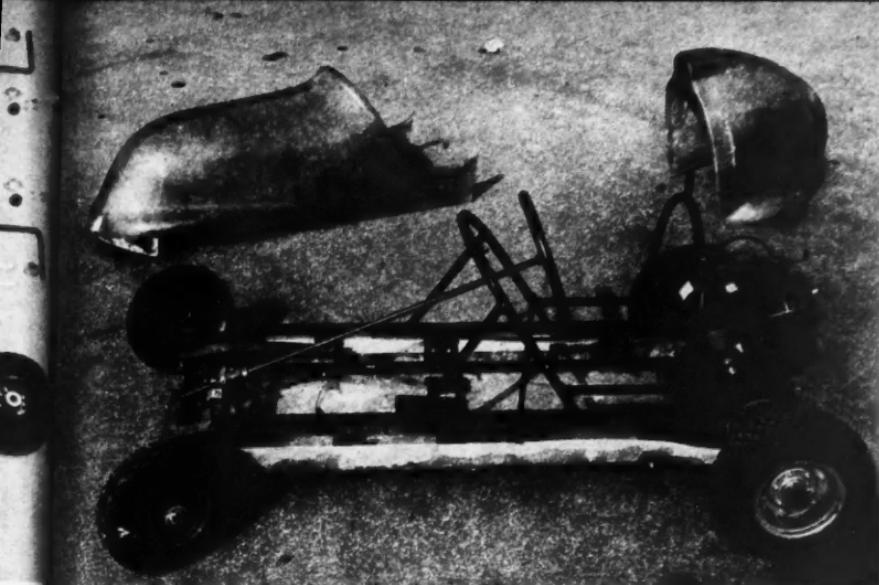
*Even the most famous race car builder in the U.S. has joined the 1/4 midget ranks. This Kurtis model is available in either kit or completed form and features a tubular frame with sheet metal panels welded to it. Suspension on all four wheels is by torsion bar, each wheel is controlled by a friction type shock and a spot brake is used. Write: Frank Kurtis, 525 West Colorado Blvd., Glendale, Calif. Phone CH. 5-2237.*

## QUARTER MIDGETS continued

These drivers for the big event were all winners since \$350 worth of trophies were distributed among the contestants in all races. The driver who went home with all of the marbles was not a boy as you might have expected but an eight-year-old charmer named Linda Valona from Norwalk, California. Linda was the only girl to make the main event and started in the front row on the outside. While some of the hot male favorites were fighting for position in the 40-lapper, Linda just kept going and eventually lapped all but one car in the eight car field. Her prize, in addition to a huge trophy, was a \$500 scholarship to



*Vor Firefly has heavy fiberglass body, welded channel iron frame, built-in roll bars. Available in both kit and completed forms. Engine Service, 8260 Pbloc, Downey, Calif.*



Preston 1/4 midgets feature a tube frame, fiberglass body, foam rubber and plastic upholstery. They can be purchased complete with two-tone paint and chromed axles, radius rods, etc. Write: Preston Midgets, 42 West California Blvd., Ontario, Calif.

any college of her choice when she reaches college age. Scholarships of lesser value were also awarded the second and third place finishers.

For those of you who wish to learn more about the 1/4 midget cars, we suggest that you write any of the companies listed in this story for brochures and prices on their cars. It's a lot of fun for both the father and driver and as Linda Valona proved, it can be a good way to let Junior work his (or her) way through college.

## QUARTER MIDGET SPECIFICATIONS (West Coast)

(There may be variations in different sections of the country.)

**WHEELBASE:** 50 inches maximum

**TREAD:** 28 inches min., 30 inches max.

**LENGTH:** 74 inches maximum

**HEIGHT:** 26 inches maximum

**GROUND CLEARANCE:** 2 1/2 inches maximum

**WHEEL SIZE:** 10 inches max., 8 inches min.

**GEAR RATIO:** 8 to 1 minimum

**STEERING:** Direct

**FRAME:** All metal

**FIREWALL:** All metal

**ENGINE:** Four cycle only, 7 1/2 cubic inch maximum. No displacement increase and no overhead valves or blowers.

**DRIVE:** Only one driving wheel

**BRAKES:** One wheel required

**FUEL:** Pump gas unless stated otherwise

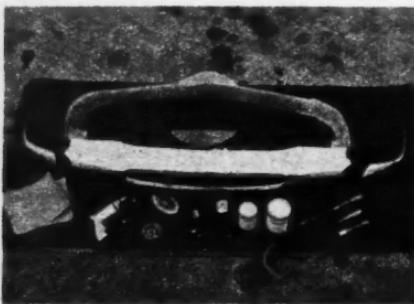
**SAFETY:** Webb belt with quick release buckle, crash helmets, goggles with no metal frames.

**INSPECTION:** By board members. Engine size may be inspected by board at any time.

CONTINUED ON PAGE 56



Text and Photos by Jim Potter



1. Pictured is complete "Plastic Surgeon" kit for restyling any '49-'51 Ford grille. Essential hand tools are also listed.



3. Using electric drill and grinding disc, thoroughly clean paint from areas where pre-formed shell is to be attached.



## Customizing with the

### PART

LAST MONTH the "Plastic Surgeon" took you step-by-step through the process of removing hood trim from any '49-'51 model Ford. This month he's back with us again to show all you '49-'51 Ford owners just how easily it is for you to achieve this genuine custom car flavored grille. The key secret to this new "Plastic Surgeon" customizing me-



2. First, remove all grille pieces, including top and bottom frame, center spinner, and parking lights from each side.



4. Place fiberglass grille shell into position in grille cavity and mark off areas that will have to be trimmed.

the

# SURGEON™

## custom grille kit for all '49-'50, and '51 Fords

od is the use of pre-cast fiberglass components that need only be laminated to the stock metal body with the magical, metal-bonding, epoxy resin. The "Plastic Surgeon" grille kit used to create this molded grille contains all the essential ingredients: molded fiberglass grille piece, small hood filler piece needed for '49 and '50 model Fords only, '54 Pontiac center

grille bar with modified wrap-around extension arms, and a sufficient amount of epoxy resin to handle all lamination and seam filling work. Only hand tools are deemed necessary for all constructional operation so you can see that the job easily fits the "backyard" category. All orders and inquiries should be directed to: Lee Rockwell, P.O. Box 1, Tustin, California.



5. After trimming shell to perfect alignment, mix "Plastic Surgeon" resin, then thoroughly laminate shell to the metal.



6. All paint surrounding body seams and parking lights is now thoroughly removed, preparing metal for fiberglass fill in.



7. Fiberglass paste is forced into body seams, filling cracks. Fiberglass patches are used for filling in parking lights.



8. After fiberglass has completely cured, a small sanding disc, attached to hand drill, is used to sand surfaces semi-smooth.

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## PLASTIC SURGEON

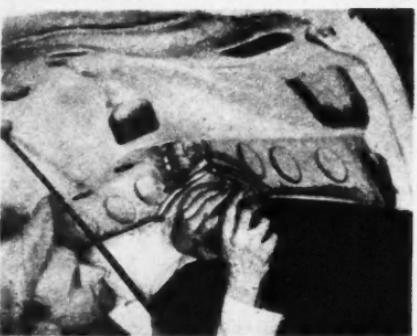
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9. Small pre-cast hood filler piece, needed for the '49 and '50 models only, is checked for alignment. Trim where necessary.



10. With alignment perfect, tape the filler piece into its hood position from the outside only. Mix fiberglass paste.



11. First laminate filler piece from the underneath side. When dry, remove tape and bond outside area solidly to metal.



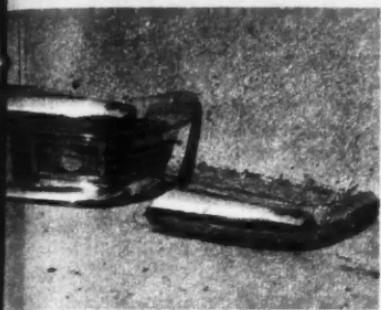
12. Surface is first ground semi-smooth with grinding disc, then is blocksanded to perfection with 320 sandpaper (wet).



13. All filled body seams and body patch work is now finished to smooth perfection by thoroughly blocksanding by hand.



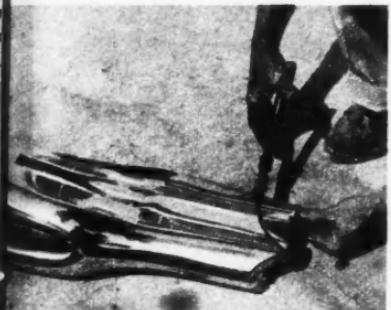
14. Last step is that of prime painting. Several coats may be needed for perfection. Blocksand surface between coats.



5. End wrap around extension arms used in conjunction with '54 Pontiac center bar are made from '50 or '51 park light units.



16. Top bar of parking light can be easily cut away from stock component. Use tin snips, filing edge smooth after separation.



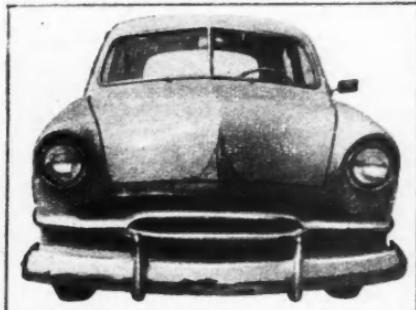
7. Rear inside corners of the '54 Pontiac center grille bar have to be cut away allowing clearance against Ford's grille pan.



18. Parking light bars are mated with Pontiac grille piece. Drill hole in underneath side, secure with metal screws.



9. Three small strap metal braces (arrows) are attached in the grille cavity to support and secure grille bar assembly.



20. "Plastic Surgeon" face lifting lends Ford true custom appearance. Deeply shaded headlights will be next month's project.



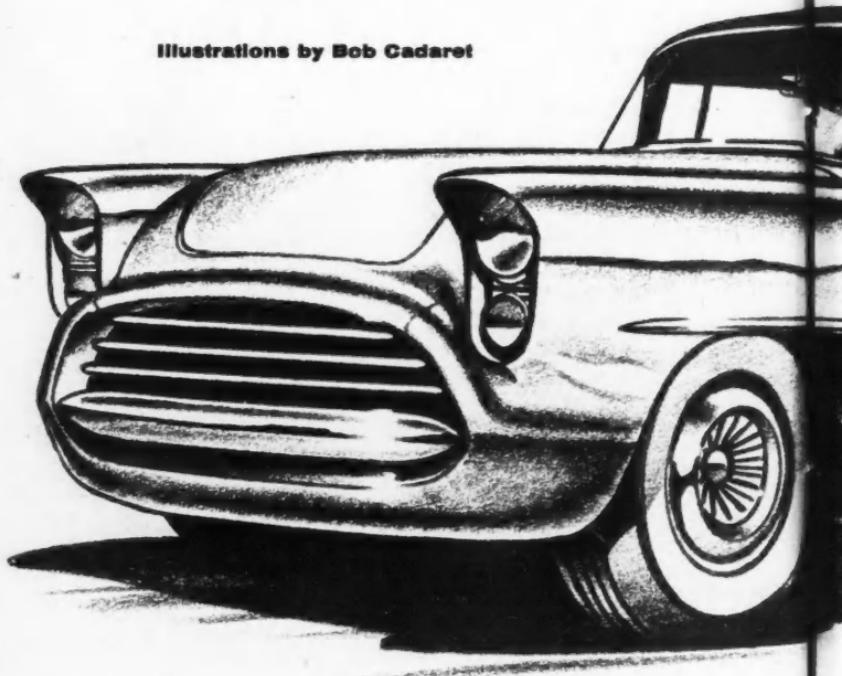
**YET UNDISCOVERED** by many car enthusiasts, the '55 and '56 Buick offers considerable talent for restyling purposes. Its body style, being that it's part of the General Motor's family, lends itself to the same expensive customizing that was incorporated into the late Chevrolet and other GM products recently featured in our monthly "Restyle" articles. Competently handling this month's torch session are George and Sam Barris, interesting to point up that their restyle treatment for the Buick previews a few styling

### The Barris Brothers

# RESTYLE

### The '55 Buick

Illustrations by Bob Cadaret



themes that will be making their initial appearance on some of the '57 model cars.

#### BODY MODIFICATIONS

Most notable alteration in the body department is where the brothers took advantage of the slight concaved body contour, just forward of the rear fenders, for small, but unique, fake air scoops. The three small chromed trim teeth protruding slightly from the opening of the scoops are made from small diameter round rod. While scoop modifications were under-

way, door handles were removed. An electrical push button system was installed that now actuates both components. All trademarks such as: insignias, medallions, front fender port-holes, etc., have been eliminated, achieving a much cleaner body appearance.

#### HOOD, GRILLE AND HEADLIGHT MODIFICATIONS

All evidence of Buick's garish stock front end has been completely deleted and replaced

(Continued on following page)



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## RESTYLING THE '55 BUICK

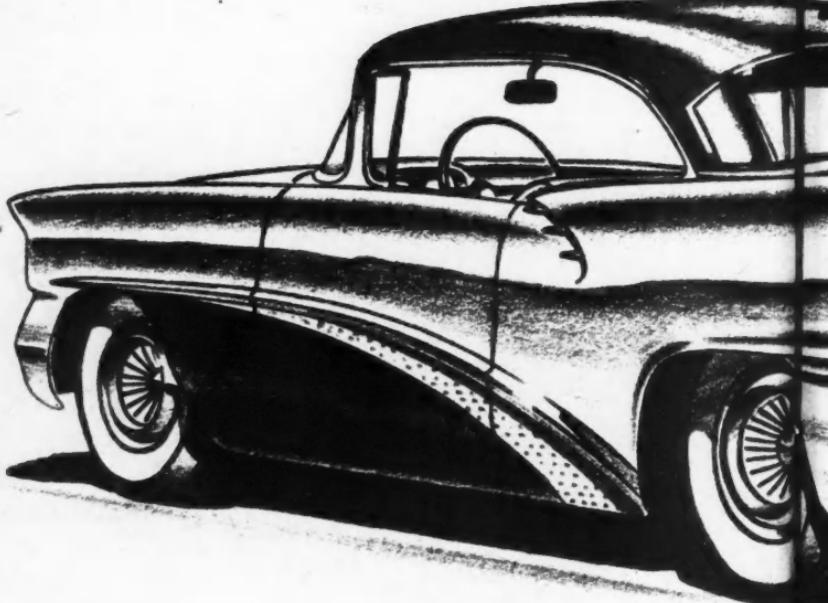
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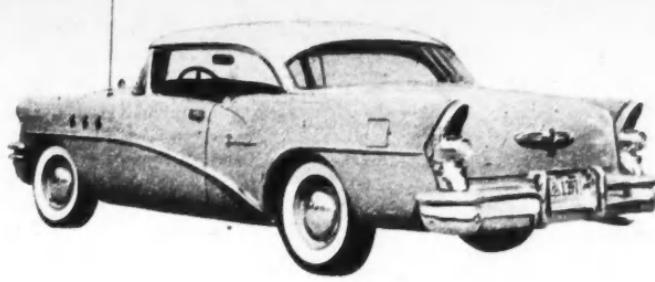
with a huge oblong grille cavity possessing four decorative floating components. Large diameter tubing was used in creating molded lip bar surrounding the upper area of the grille opening. Bottom half of the cavity was detailed off in true molded fashion by splicing two '53 Studebaker lower grille pans together, then blending them to front body panels. Nesting in the lower section of the large grille cavity is a much modified '46 Oldsmobile bumper that has been shortened and reshaped to conform to grille contours. The three upper chrome bars completing the floating grille bar combination are made from ordinary round rod. Simulated dual headlights built into the front fenders of the Buick are scheduled styling for many of the new '57 cars. The Barris Brothers incorporated slightly smaller headlight units just below the stock Buick headlights which are mainly employed as parking lights. The dual light combinations are neatly housed in deeply tunneled fender extensions that were made from sheet metal. Round rod was adapted to the front edges of

the shades to obtain a smoothly rolled leading edge.

### REAR FENDER AND TAILLIGHT MODIFICATIONS

An immediately noticeable rear fender transition are the large "kick up" fins that have been spliced to the upper area of the stock rear fenders. "Jet-tailed" rake of fenders flow graciously down to specialty taillights made from '56 Chrysler rear lenses. Two lenses are used in conjunction with one another with a chromed metal strip serving to obscure seam. The dual lenses are set into slightly tunneled housings, and the housings diminish into the body forward. The radius of the rear wheel openings has been cut down considerably to match off with the side peak of each taillight housing. Forward side trim remains stock, but has a tapered section of chromed expanded metal bordering along the lower edge. Rear trim section has been completely eliminated. Rear bumper is retained in stock condition with only modification being exhaust tips.



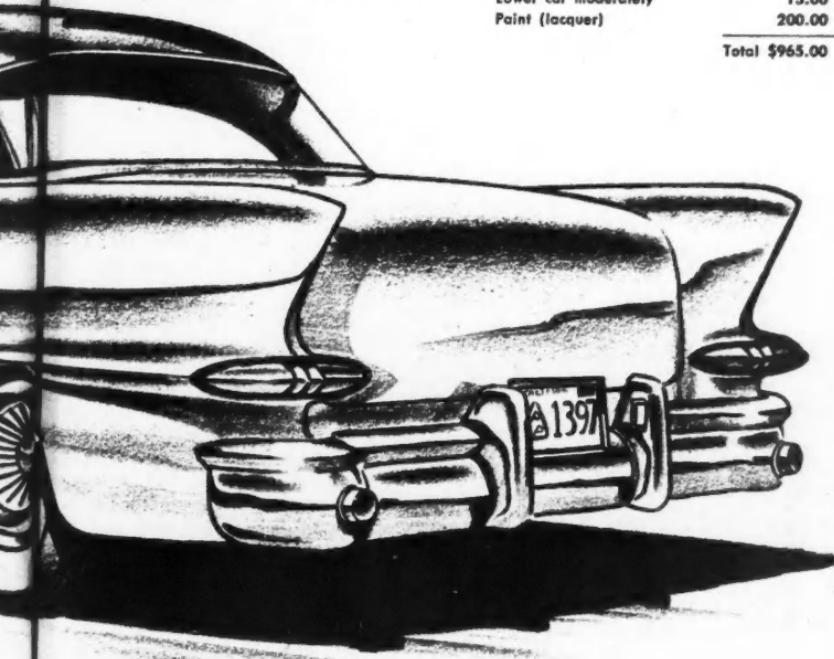


The finished Barris product emphasizes several facets of restyling that have already left their impressions on custom car builders. One is the swing to radically designed rear fender fins. Another is the mad scramble to see who can come up with the weirdest display of dual and triple headlight and taillight arrangements. And last, the ultimate use of expanded metal for detailing and grille work. All these new concepts of styling will soon be showing up on our latest Detroit automotive products, and for the custom cars . . . a step further!

#### PARTS AND PRICE LIST

(All parts are included in labor prices)

	Labor	Parts
Build complete grille	\$225.00	.....
Nose hood and remove deck lid trim	25.00	.....
Remove door handles and install electrical push button system	80.00	.....
Build air scoops in rear fenders	50.00	.....
Adapt chromed expanded metal below side trim	40.00	.....
Extend and build rear fender fins	100.00	.....
Build taillights	140.00	.....
Alter rear fender wheel openings	70.00	.....
Rework exhaust tips through bumper	20.00	.....
Lower car moderately	15.00	.....
Paint (lacquer)	200.00	.....
Total	\$965.00	



# SPEED

## ON SALT

By Ray Brock



*Carroll Thompson fastens his chin strap as he prepares to set a 'C' Gas roadster record average of 145.985 mph in his Arden-Merc powered '29. Same car was record holder in '55.*

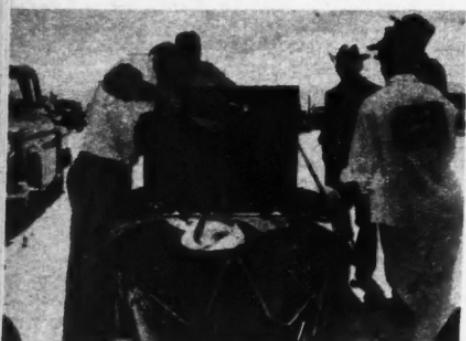
### **Hot rodders invade Bonneville salt flats for eighth year and continue the annual parade of new records with both old and new cars.**

THE EIGHTH ANNUAL Bonneville Nationals sponsored by the Southern California Timing Association were held from August 27 to September 2, 1956, on the famous dry salt beds east of Wendover, Utah, and the

speeds of America's fastest hot rods continue to go higher. Since the origination of this event on the world's safest race course in 1949, backyard creations have continued to slug away at records in the many car and engine classes with records tumbling and speeds bordering the fantastic being hung up.

193 miles per hour was top speed for the 1949 meet and was established by a special streamlined car but since then, the top time has continued to rise until this year a one-way time of 261 mph was reached. In the past few years, surplus aircraft wing-tip fuel tanks, old Ford roadsters and even sports cars equipped with powerful modified Detroit engines have invaded the 200 mile per hour class.

One of these fine summer days at Bonneville, a hot rod is going to crack the 300 mile per hour mark and if the time ever comes when John Cobb's world speed mark of 394 mph is broken, whether by hot rodder or other teams, the big flat piece of salt in western Utah will be the scene of the event.



*Most modified cars don't have a radiator so hot water must be drained after each run and replaced. Culbert's car turned 195.97.*



Sleeving and boring Dave Ratliff's DeSoto block on the sidewalk in front of the Western Motel is a job for Tom Beatty, left. Tom worked 'til dawn on this and another block while awaiting pistons for his own engine to arrive. He blew several engines during the week and finally topped it all off with a broken rod in his push truck.

Photos by Bob D'Olive, Dean Batchelor

New 'D' class streamliner to the salt this year was the Herder-Cramer entry with blown Chrysler engine. Workmanship was perfect but crew didn't have all problems solved, tested 149.



Starter Bob Higbee thoroughly explained course and timing lights to every driver before starting him on first run of the meet. Each car was given a rigid technical inspection before it was allowed to run or enter pit area.



Biggest entry was in the 'D' Gas coupe/sedan class where 14 cars competed. One of the big surprises was this '56 Ford owned by Karol Miller of Houston, Texas. It ran 139.75 mph but couldn't quite catch Chrysler 300-B at 141.95 mph entered by Dr. Nathan Osticb.

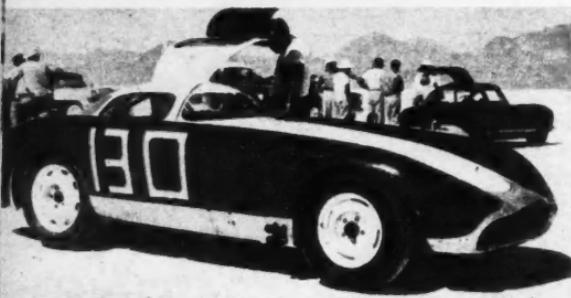
CONTINUED

39

CARS SPEED ON SALT continued



Above, Fred Lavell, Birmingham, Michigan fitted a Sorrell body over an Allard chassis and used a stock DeSoto Adventurer engine. His best speed was just over the 150 mph mark.



Barnes and Larsen also used a Sorrell body over a special chassis. Chrysler engined car did 175 mph in a qualifying run and set new closed sports record of 164.

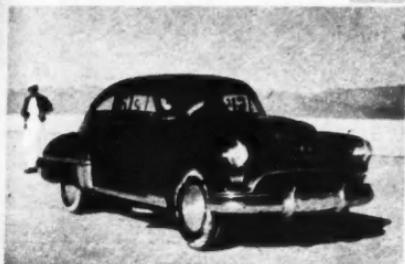
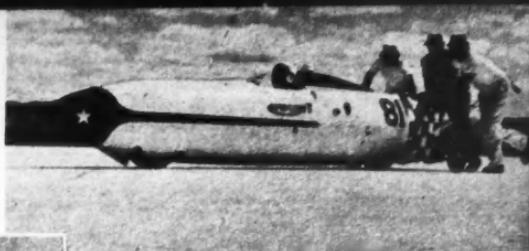


Valley Auto 'D' lakester from Phoenix was driven to new record 213.19 mph by Ermie Immerso. Crew brought pre-fab hoist frame that made work on their car much easier.



Streamlined Harley-Davidson bike owned by Hood-Clausen of L.A., made one run but reached a speed of 207.37 mph. Engine trouble prevented possible faster times.

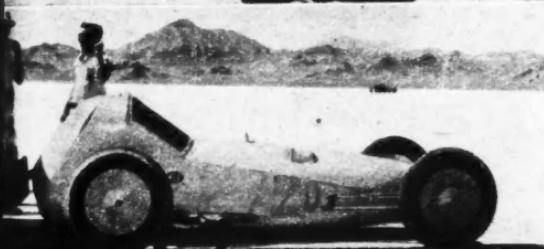
Streamlined 30½ inch Triumph cycle from Texas set new AMA record average of 198.02 mph during Bonneville Nationals & 214 mph world's bike record the following week with 40 inches.



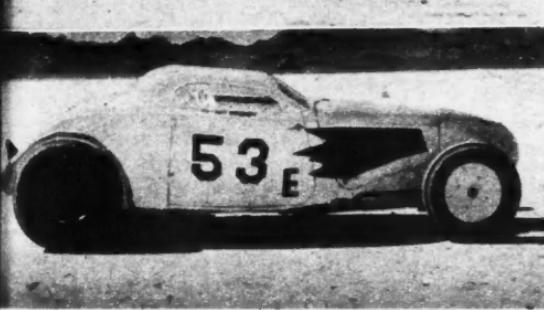
Top qualifying time for 'C' gas coupe/sedan class was by Ak Miller in a 305 inch '49 Olds. Record attempt was beaten by Tom Poole of Michigan in a hot '55 Chev sedan.



Dodge powered DeArmond-Markley 'B' roadster had top one-way time and record for a time but was beaten after piston blew. 174 mph qualifying speed still earned a trophy for crew.



Wellborn Auto Special dragster from Eugene, Oregon, had blown Merc flathead, had to run in 'D' lakester class due to body. Car is well built, has good driver protection, turned in 175 mph.



'E' competition coupe/sedan was entered by Callaway-Worobieff and used a blown Chrysler engine. Full potential of power was never realized although car did win class at 166 mph speed.

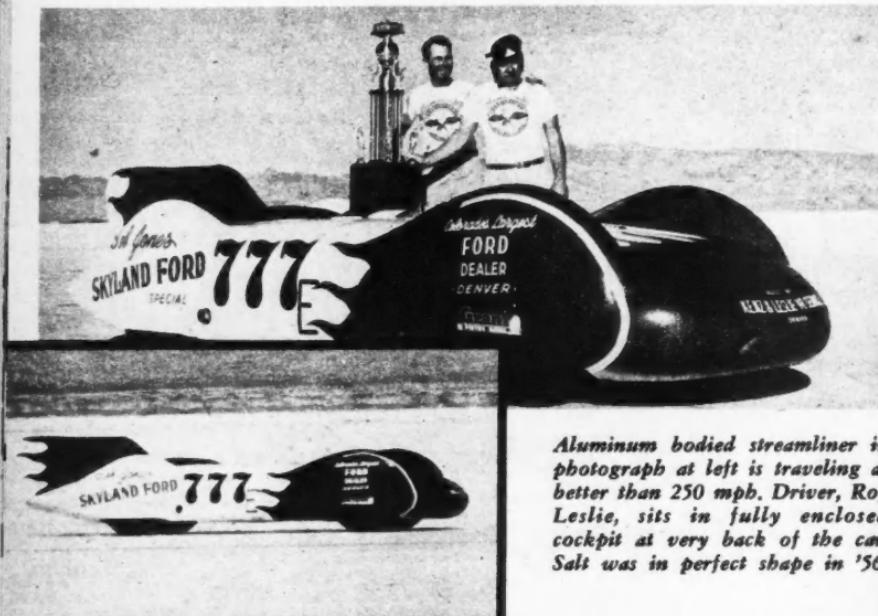
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 SPEED ON SALT continued



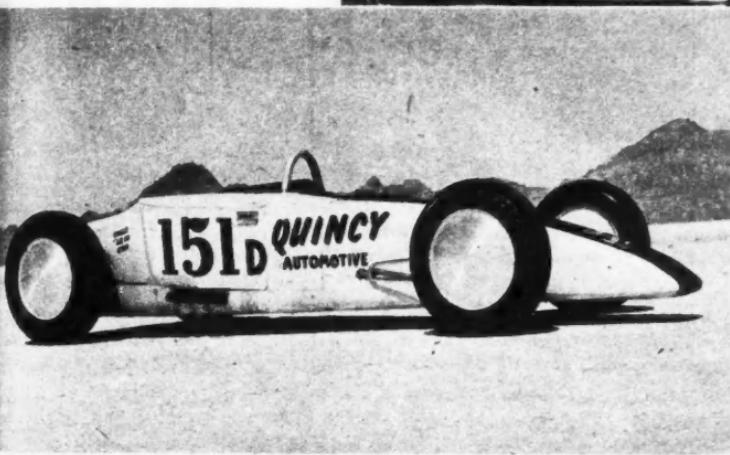
Summers Brothers' modified roadster had top time in 'C' class with a sleeved Chrysler at 204.31 mph and also in 'D' class with a blown DeSoto at 213.14 mph. Although the fastest roadster ever at Bonneville, engine problems prevented a record in either class.

National Champion for the fourth time, the Kenz-Leslie four-wheel drive 'E' streamliner with three flathead Ford engines won Hot Rod Magazine trophy for top time of 261.81 mph. A broken drive shaft kept the car from making a two-way record attempt.



Aluminum bodied streamliner in photograph at left is traveling at better than 250 mph. Driver, Roy Leslie, sits in fully enclosed cockpit at very back of the car. Salt was in perfect shape in '56.

Ruddy-Weinstein 'C' modified roadster set a new class record of 200.009 mph with Ardun-Merc engine but only after lots of hard labor. Tarp affords crew protection from broiling sun.

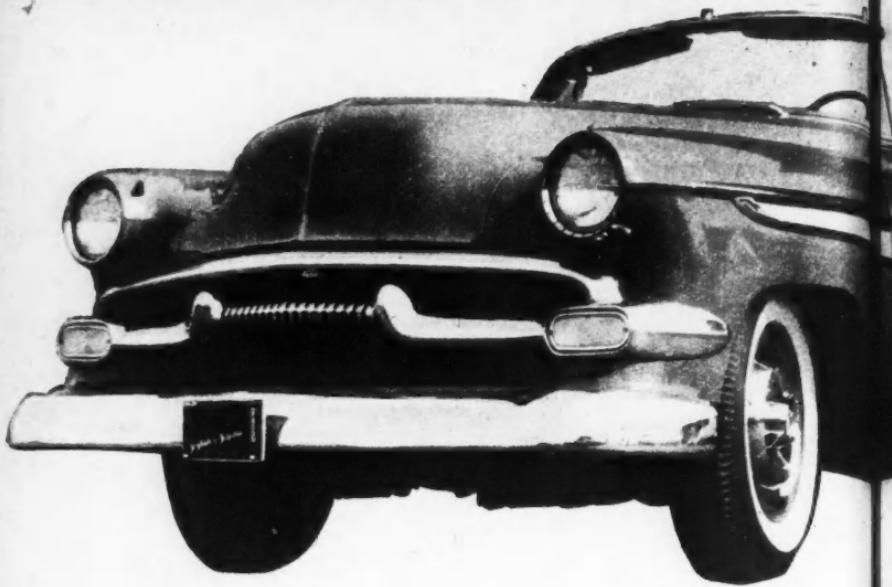


Wedge-nosed '27 Ford roadster copped the two-way record on last day at 204.869 mph. 'D' modified roadster has a Chrysler engine. Driver, Bill Perry made 200 mph club.



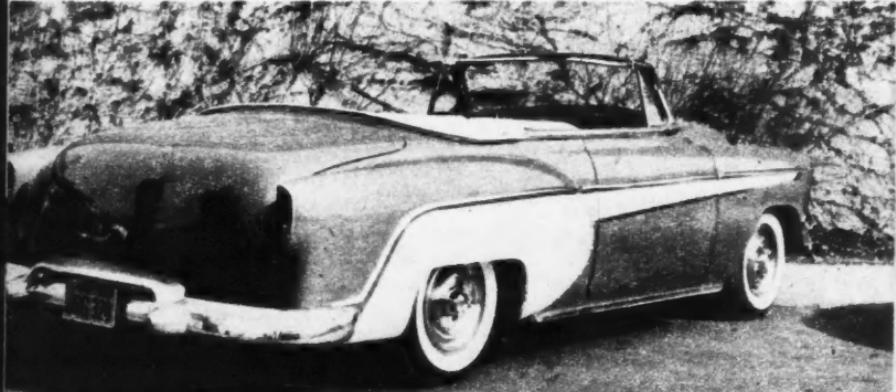
Otto Ryssman, left, receives congratulations and T-shirts from John Bartlett of Grant Piston Rings Co., as he is named 200 Mile Per Hour Club prezzy for 1956-'57.

CONTINUED ON PAGE 62



*Richard Leimetz's collaborated with Al Parodi of Redwood City, California, in creating his Ballard Red and White '53 Chevy custom. Grille bar emanates from '55 Plymouth and has been installed upside down in grille cavity.*

*Very striking trim effect was brought on by adapting '55 DeSoto rub strips. Note that the bottom trim piece diminishes into rear fender aircoop while two-tone paint's division line follows fender edge. Dodge "Lancer" hubcaps.*

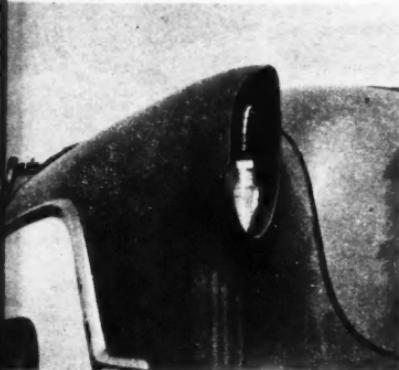
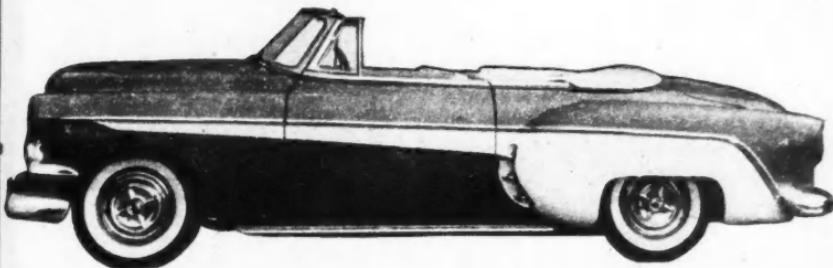


*Wedged trim styling really "comes on" from three-quarter rear view. All exterior trim has been removed with doors and deck lid components now actuated by an electrical push button system. Rear bumper guard, housing exhaust tips, originates from '53 Kaiser.*

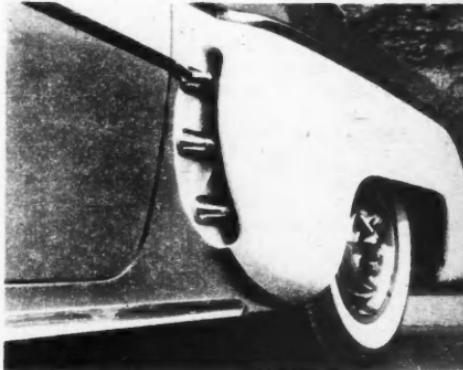
# TRIM

## STOVEBOLT

Photos by George Barris



Stock taillights have been tunneled by extending shades with sheet metal. Stock headlight rims were used to french lights.



'53 Merc grille teeth are adapted in scoop opening. Round rod, 1/2 inch in diameter, was used to create smooth edge of cavity.

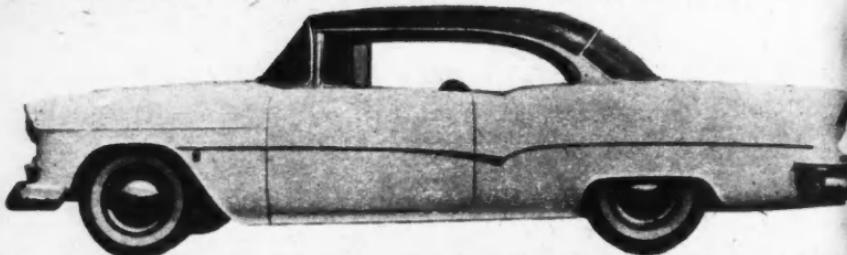
GRAB BAG:

## TRIM TACTICS

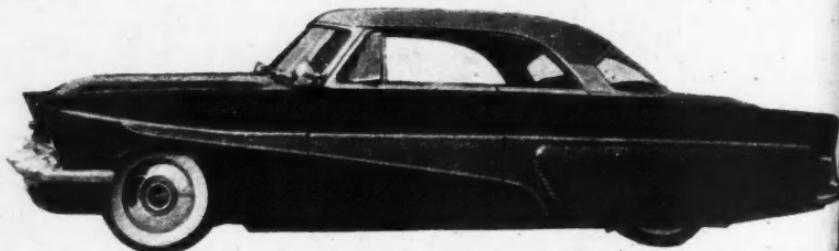
number one disguise for the custom car

"SIDE TRIM" RESTYLING has finally come of age. Hardly a custom car is built today that doesn't possess a trim alteration. This is quite a switch from years gone by for only a short time ago most custom car builders were unaware of the tricky trim patterns that could be achieved with a finished customized product. Most of this side trim emphasis can be directly attributed to Detroit's competent styling departments. In the last three

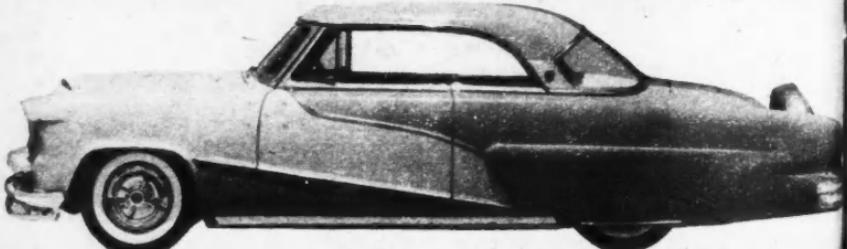
years they have given us some fantastic designs. Some good, some bad, they all add up to the point where today any backyard customizer can procure numerous "over-the-counter" trim pieces for the purpose of creating his own special automotive trademark. Pictured on the following two pages are several "special blend" examples that we hope will help you in determining a personalized trademark for your own custom car.



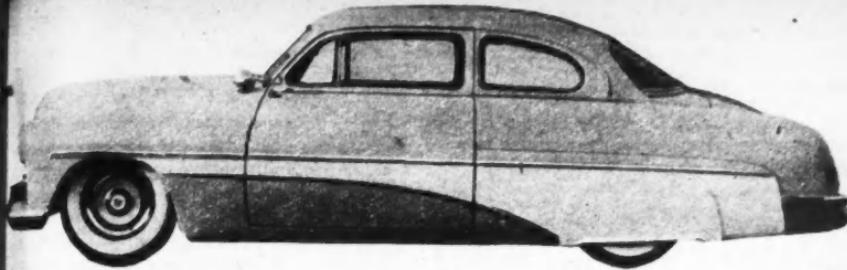
The '55 Dodge "Lancer" trim harmonizes beautifully with all makes that possess dipped window lines such as GM products, etc. Trim will work well with '57 Ford.



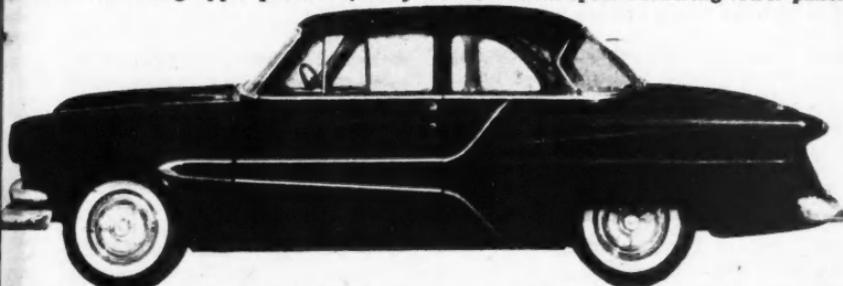
A nice scalloped design has been built into the sides of this '52-'54 Ford. Upper trim originates from '56 Pontiac while lower piece emanates from '55 Chevy.



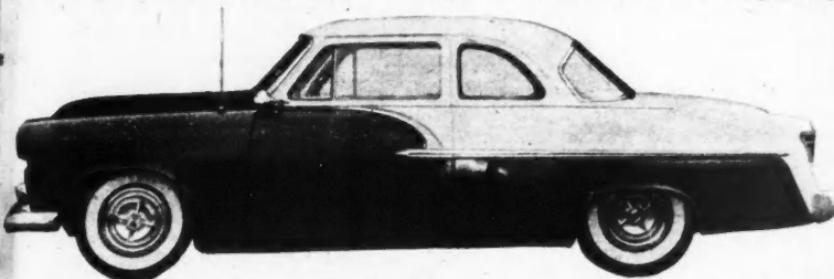
Weird two-tone paint break for this '52-'54 Merc was achieved by diminishing trim into rear fender aircoop. Upper trim piece is '55 Olds; lower section is stock.



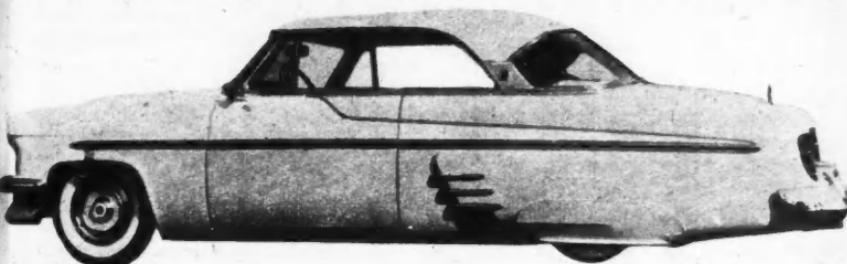
Effective spear shaped design was created for this '49-'51 Mercury by adapting '50 Ford trim along upper portion of body with '55 Buick spear bordering lower panel.



Novel "wedged" motif is derived by blending two '55 DeSoto lower trim pieces together through center of '52-'54 Ford body. This design also lends itself to two-tone painting.



Lower trim from '55 DeSoto can be blended to many straight body trim strips. Here an upswept design was obtained by using special T-Bird trim forward of the doors.



Reversing the popular "wedged" or "spear" type design is this theme of a trailing two-tone panel bordered with small trim from '55 Chrysler. Lower piece is stock Merc.

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CEMBER 1956

# WHAT'S YOUR PROBLEM?



BY	B
*	R
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A	C
Y	K

TECHNICAL EDITOR

## WE DIDN'T GOOF

Dear Ray:

In the August '56 issue of CAR CRAFT, you featured an article on installing an OHV Ford engine in '49-'53 Fords. Correct me if I am wrong but don't '50 Fords have two inlets and two outlets on the radiator and '55 engines only one? I believe you failed to cover this.

—Leslie Ambrose  
Barnesville, Minn.

Had the car in the story been originally equipped with a V8 engine, you would have us Les, but if you look through the story again, you'll see that it was a six-cylinder Ford. The radiator used with the sixes has only one inlet and one outlet so no changes had to be made when the '55 engine was installed. Keep looking, we goof every once in awhile.

## EXPLOSIVE WILLYS

Dear Ray:

I have a customized 1952 Willys which is presently without an engine. I can get a good buy on a modified '55 Cadillac engine which is equipped with four two-throat carburetors and a supercharger. The friend to whom this engine belongs tells me that he thinks that it will fit with only a few changes but I am not too sure. If it will fit, what is the best transmission for it? Can I hook it up to a Powerglide?

—Bob Riley,  
St. Louis, Mo.

Wow! I don't doubt that the Cad engine can be made to fit and if so, what a bomb it will be. You probably won't have as much trouble trying to get the engine into the engine com-

partment as you will trying to get the hood bar on after it is in place. With the blower and four carburetors on top of the engine, you'll probably have to make a pretty good size bubble in the hood. There are no adaptors available to hook the Cad engine to the Powerglide transmission and for a very good reason. The Powerglide just wouldn't be able to hold the kind of horsepower that a modified Cad can put out. If it's an automatic transmission you are after, use a beefed up Hydra-Matic, it is the best available. You will have to change the rear axle to something a little sturdier too, such as Cad, Olds, Lincoln, etc. After the running gear is all set and before you leap on the throttle too hard, I'd recommend a set of heavy-duty shocks all around and larger brakes, you're going to have so much power that you'll have trouble keeping it on the ground and getting it stopped.

## TRANSMISSION PROBLEMS

Dear Ray:

Would it be possible to install a 1939 Ford floor shift transmission in my 1951 Ford Victoria? At present, it is equipped with a Ford-O-Matic transmission which is not equal to the power of the engine.

I realize that there are several problems to be found in such a switch but I am willing to face these. As I see it, I need an adapter plate, clutch, throwout bearing and a few other parts. Do you have any information which might help me along?

—A/2C David Hartlieb  
Plattsburgh AFB, N.Y.

The crankshaft in some of the early Ford-O-Matic equipped cars have a larger pilot hole to fit the Ford-O-Matic flywheel so you might have to machine a special flywheel adapter to hold the pilot bearing. A stock '49 to '51 Mercury or truck bell housing will adapt the trans to the engine but the '39 trans itself poses quite a few problems. First, it was made for use with a torque tube drive line and would need a rear bearing retainer with a seal in it. Next, the clutch throwout bearing is actuated by a rotating shaft instead of an arm such as the late cars are equipped with. If you want a floor shift gear box, why not try the '37 Cad-LaSalle box which is made for use with an open driveshaft, has the modern type throwout arm and has the strongest gears of any American transmission ever made. Write Transmission Specialists, 351 East Manchester, Los Angeles, Calif., for an adapter or other parts you might need.



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*Rev. Honest Charley*

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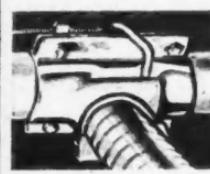


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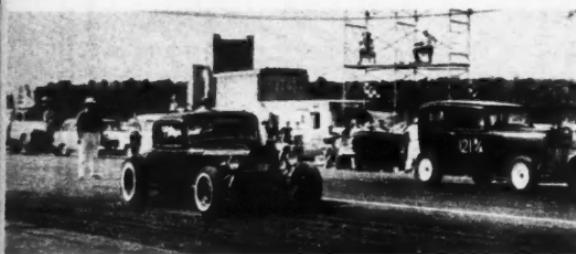
SEND 25c FOR NEW 1957 SURPRISE MONEY  
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**HONEST CHARLEY SPEED SHOP**

# NC DRAGS

continued

The "Glass Slipper" was a great crowd pleaser with its unique design and glamorous paint job. Ed Cortopassi from Sacramento, California, went home with new Chev engine for best Chev-powered time of 141 mph.



Bob and Jim Carlson's sedan (right) up from Dallas, Texas, featured torsion bar rear suspension system that lent itself very well to getting off line. Coupe (left) was piloted by builder-owner, Chuck McFarland of Phoenixville, Pennsylvania.



Typical action of this year's meet is this photo finish between Lee Christian (right) and "Carter-Shafer Chev Special" driven by Jack Randall of Encinitas, California. Lee just nudged out the modified Crosley for "firsties". Randall took record for B/ACS. 114 mph

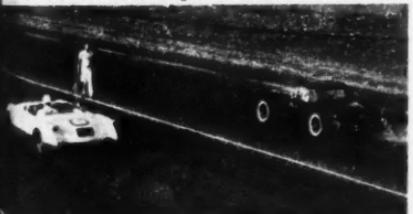


Art Arfons from Akron, Ohio idled (?) his Allison V-12 powered "Green Monster #6" thru timing traps early Saturday for a time of 150 mph to become first member of Hot Rod Magazine's new and exclusive drag group, "The 150 MPH CLUB".

CONTINUED ON PAGE 52



Weeks & Noble, a real drag science combo from Inglewood, California, practically burned up the Kansas City tarmac with their sanitary DeSoto-powered roadster. Established B/MR record with 134 mph, then turned 135 mph to win eliminations.



Jack Jenkins (left) from Dallas, Texas, charges his '55 Corvette V8 off the line in competition with M. V. Waterfield's '56 sports model. Jenkins' won eliminations and record award with 98 mph time.

CONTINUED ON PAGE 52

CATALOG NO. 300



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# NATIONAL CHAMPIONSHIP DRAG RACE RESULTS

## CLASS ELIMINATION WINNERS

CLASS	ENTRY	TIME	BODY & ENGINE
A/S	R. C. Jasper, Jr. Grand Prairie, Tex.	86.87	'56 Chev
C/S	C. E. Clark Kansas City, Mo.	82.11	'55 Stude
A GC/S	Wilton R. Zaiser Catoonsville, Md.	108.82	'50 Olds- '31 Ford
B GC/S	H. L. Davis Ft. Worth, Tex.	103.32	'52 Chrys- '40 Ford
C GC/S	Earl Dorris Ft. Worth, Tex.	94.63	'55 Chev '34 Chev
D GC/S	Leland S. Allega Independence, Mo.	87.29	'56 Chev '56 Chev
A AC/S	Carl Grimes Phoenix, Ariz.	116.88	'56 Buick- '48 Flat
B AC/S	Lee Christian Lubbock, Tex.	105.75	'56 Olds- '32 Ford
C AC/S	Buddy Anderson Dallas, Tex.	107.52	'48 Ford- '32 Ford
A S/R	Safford & Shores Azusa, Calif.	102.04	'40 Chev- '29 Ford
B S/R	John Mulkey, Jr. Waxahachie, Tex.	99.22	'49 Ford- '32 Ford
A/R	Dale G. Hartong Akron, Ohio	118.57	'50 Olds- '29 Ford
B/R	Leroy Luckey Dallas, Texas	113.63	'53 Olds- '32 Ford
A O/G	Custom Auto. Spd. Dallas, Tex.	121.95	'55 Chev- Dragster
B O/G	Arthur Cheverton Whittier, Calif.	111.52	'53 Buick- Dragster
A FC/S	Oahu Timing Assn. Honolulu, T.H.	118.26	'48 Merc- '32 Ford
B FC/S	Homer L. Dobbs Birmingham, Ala.	77.05	'48 Merc- '39 Ford
A H/R	Don Morgan Amarillo, Texas	115.68	'46 Ford- '30 Ford
B H/R	Dave Marquez Santa Paula, Calif.	126.93	'49 Merc- '32 Ford
A CC/S	Wayne Mertens Belleville, Ill.	100.78	'51 Chrys- '49 Cros.
B CC/S	Reoth & Maillard Long Beach, Calif.	120.80	'46 Merc- '32 Ford
A M/R	Howard Clarkson Santa Paula, Calif.	116.88	'50 Merc- '27 Ford
B M/R	Weaks & Noble Inglewood, Calif.	135.54	'53 DeSoto- '27 Ford
D/D	Melvin Heath Bush Springs, Okla.	144.23	'53 Chrys.- Dragster
X FB/D	Robert Mullen Ontario, Calif.	92.40	'29 Ford Dragster
A/SPTS	Jack E. Jenkins Dallas, Texas	98.36	Corvette V8
B/SPTS	Ralph Richter Enid, Okla.	69.44	'56 MG—"A"

## NATIONAL ONE-WAY 1/4 MILE RECORDS

CLASS	ENTRY	TIME	BODY & ENGINE
*A GC/S	John H. Lovlean Fort Worth, Tex.	109.89	'53 Buick- '32 Ford
*B GC/S	H. L. Davis Ft. Worth, Tex.	106.38	'52 Chrys- '40 Ford
*C GC/S	Jack Lankert Dallas, Tex.	98.66	'56 Golden Hawk
*D GC/S	David Marley Amarillo, Texas	100.89	'55 Dodge- '54 Dodge
A S/R	Safford & Shores Azusa, Calif.	104.28	'40 Chev- '29 Ford
*B S/R	D. Hildebrandt Norwalk, Calif.	108.17	'51 Chrys- '34 Ford
*A AC/S	Carl Grimes Phoenix, Ariz.	118.26	'56 Buick- '48 Flat
*B AC/S	Carter-Shafer Chev. Spd. Encinitas, Calif.	114.79	'56 Chev- '47 Cros
*C AC/S	Buddy Anderson Dallas, Tex.	110.15	'48 Ford- '32 Ford
A/R	Dale Hartong Akron, Ohio	119.68	'50 Olds- '29 Ford
*B/R	Ollie R. Smith Akron, Ohio	115.23	'55 Chev- '27 Ford
A O/G	Custom Auto Spd. Dallas, Tex.	125.17	'55 Chev Dragster
*B O/G	Lyndall White Amarillo, Tex.	115.68	'54 Dodge Dragster
*X F/B	Robert Mullen Ontario, Calif.	91.09	'29 Ford Dragster
A S/C	Jack E. Jenkins Dallas, Tex.	98.36	Corvette V8
B S/C	Ralph Richter Enid, Okla.	69.44	'56 MG—A
*A FC/S	BCCA "Syndicate" Vancouver, B.C.	115.38	'53 Chrys- '34 Ford
B FC/S	Homer Dobbs Birmingham, Ala.	97.29	'48 Merc- '34 Ford
A H/R	Don Morgan Amarillo, Texas	118.42	'46 Ford- '30 Ford
*B H/R	Dave Marquez Santa Paula, Calif.	124.82	'49 Merc- '32 Ford
A CC/S	Reoth & Maillard Long Beach, Calif.	128.20	'51 Chrys- Austin
*B CC/S	Reoth & Maillard Long Beach, Calif.	123.11	'46 Merc- '32 Ford
*A M/R	Don Schlesiger Kansas City, Kans.	129.68	'48 Olds- '27 Ford
*B M/R	Weaks & Noble Inglewood, Calif.	134.93	'53 DeSoto- '27 Ford
*1 D	"J. E. Riley Spd." Santa Ana, Calif.	152.28	'53 Chrys- Dragster

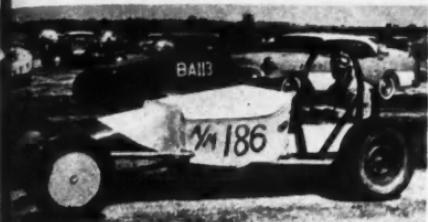
\* indicates official new National record

TOP ELIMINATOR: Melvin Heath,  
Rush Springs, Okla. 10.49 ET

TOP SPEED OF MEET: Lindsey-Alsenz  
"MISS-FIRE II", Anaheim, Calif. 159.01

SPECIAL ENGINE AWARD WINNER

ENGINE	ENTRY	CLASS	TIME	ENGINE	ENTRY	CLASS	TIME
Amer. Mo. V8	George Wilson Oklahoma City, Ok.	D GC/S	84.66	Merc V8	Dave Marquez Santa Paula, Cal.	B H/R	126.93
Chev V8	Ed Cortopassi Sacramento, Cal.	DRAGS	141.50	Olds V8	Bob Rodgers Kansas City, Mo.	DRAGS	131.77
Chrys V8	Kenny Lindley Anaheim, Calif.	DRAGS	159.01	Ply. V8	Keith Bain Dumas, Tex.	B O/G	115.38
DeSoto V8	Jim Noble Inglewood, Calif.	B M/R	135.54	Pont. V8	Robert Meacham Canton, III.	C AC/S	78.19
Dodge V8	Jack Moss Amarillo, Tex.	DRAGS	133.92				



"A R-E-A-L Pickup" was Jack Dyer's modified, modified A/MR which turned 117 mph. Car consists of '22 "T" bucket with small pickup bed that serves as cockpit for the Memphis, Tennessee, hauler.



The three distinguished gentlemen you are gazing upon are the "big three" (L to R) Bob Alsenz, Arthur Arfons, and Cal Rice. The first members of Hot Rod Magazine's new "One Hundred and Fifty MPH Club".

#### SPECIAL TROPHY WINNERS

##### TROPHY

###### LONG DISTANCE

(K.C. Mayor Trophy)

"Wiki-Wiki" Hawaii coupe

###### BEST APPEARING

CAR & CREW

(Car Craft Magazine)

Dave Marquez

###### TEST ENGINEERED CAR

(Motor Trend Magazine)

"Miss-Fire II"

###### SPORTSMANSHIP AWARD

(Hot Rod Magazine)

Owen Bowling

###### TEST ELAPSED TIME AWARD

(Motor Life Magazine)

"J. E. Riley Sp."

###### THE HARD LUCK AWARD

(Snap-On Tool Company)

Owen Bowling

###### TOP SPEED AWARD

(Rod & Custom Magazine)

"Miss-Fire II"

###### NATIONAL CHAMPION

(MOBILGAS TROPHY)

Melvin Heath

DECEMBER 1956

## RAMCOTE FLEXIBLE FINISHES

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Leatherette and  
Vinyl Plastic

Won't chip or peel. Water-proof — fadeproof. Use on Luggage, Sports Equipment, Lounge Chairs, etc. See your local dealer or write for FREE information and color chart.

### RAMCOTE PRODUCTS

1141 W. 99th St.  
Chicago 21, Ill. Dept. C.C.

Is your leather or plastic upholstery faded or worn? RamCote restores the original color and texture to your car's upholstery. You can change color, too! Available in eleven standard colors and clear. Any shade obtainable by inter-mixing colors. Easily applied, brush or spray.



## JACKET EMBLEMS

### PERSONAL NAME EMBLEMS

Not Embroidered on Completed White Felt

Four Colors . . . \$2.50



SEND NOW  
—for NEW complete  
illustrated catalog emblem,  
accessories and accessories—

25¢  
P.O. Box 66  
Culver City 13, Calif.

## CUSTOM GRILLES

Send 25c for illustrated 17" x 26" Wall Chart of CUSTOM GRILLES and GRILLE CONVERSION KITS For: FORD 1946 thru 1955, CHEVROLET 1951 thru 1955, MERCURY 1949 thru 1951, and Many Other Items. We Produce the World's Most Complete Line of CUSTOM and REPLACEMENT GRILLES in Our Own Plant.

DETROIT GRILLE MANUFACTURING CO.  
Dept. CC, 258 E. Verner — Detroit 1, Mich.

# COMING NEXT MONTH

### PRECISION VALVES:

—by Don Francisco

### RESTYLING THE '57 FORD:

—by Valley Custom

### SHADED HEADLIGHTS:

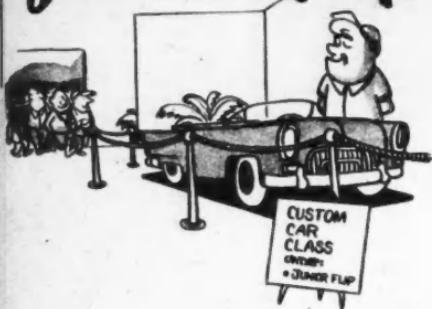
—Unique Styling Ideas

### CUSTOMIZING WITH THE "PLASTIC SURGEON"

ON YOUR NEWSSTAND  
DECEMBER 4th

# "junior flip"

"don't handle the merchandise"



HOME LUMBERYARD



By Carl Kohler



HI FELLA'S

WANT A CUSTOM

THAT HAS YOUR PERSONAL TOUCH?

Lee W. Rockwell

Here is your fabulous, money-saving introductory offer — one Plastic Surgeon kit that contains all necessary materials for nosing and decking your car (\$3.95), plus two decals for telling your friends who did the customizing (a \$1.00 value), plus complete custom accessory catalogs of materials that were used on Lee Rockwell's car, plus the latest information on available pre-fabricated fiberglass custom parts direct from the Engineering Design and Products Research Division of the Woodill Fiber Glass Body Corp. All this for \$3.95 postage prepaid. How can you miss? Send for your Plastic Surgeon kit today and get all of these extras. Begin the fascinating project of modernizing your car the easy way — with PLASTIC SURGEON!

SPECIAL  
INTRODUCTORY  
OFFER

\$595

Lee W. Rockwell

P.O. Box 1

Tustin, California

Enclosed \$5.95

Please rush money saving introductory offer of plastic surgeon kit.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Car Make \_\_\_\_\_ Year \_\_\_\_\_

My dealer's name:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

All orders post paid.

No. C.O.D., California Residents  
add 4% sales tax.

THIS VEHICLE CUSTOMIZED BY  
YOUR NAME

THIS VEHICLE CUSTOMIZED BY  
YOUR NAME

USING PLASTIC-SURGEON MATERIAL  
WOODILL MOTOR CO., DOWNEY, CALIF.

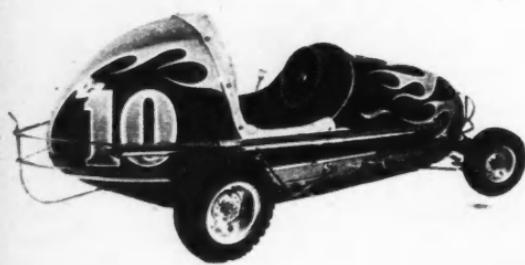


## QUARTER MIDGETS

continued



Ansen Automotive has also joined the  $\frac{1}{4}$  midget ranks with a fiberglass body, welded steel frame, aluminum front axle. Complete car has chromed pieces, upholstery, paint and even striping. For full details, write: Anscraft, 6415 So. Normandie, Los Angeles, Calif.



Available in two kit forms as well as the complete car, the Safe  $\frac{1}{4}$  midget has channel iron frame, fiberglass body, either 2 or 3 hp Continental or 2 hp Lawson engine can be ordered. Finished car price includes the flame paint job. Safe Mfg. Co., 5561 Valley Blvd., L.A. 32, Calif.

CONTINUED ON PAGE 58

# Preston Midgets

## BUILT TO $\frac{1}{4}$ MIDGET SPECIFICATIONS



Complete Car—Paint, Chrome,  
Ready to Run—plus tax. **\$499.00**

\* Dealer Inquiries invited. Write Dept. CC.

**FRAME**—Tubular construction.  
**WHEELS**—Timken taper roller bearings, front tires, 10" O. D., rear tires 12" O. D.  
**ENGINE**—Stock 2 H. P. Continental Red Seal, 6-1 gear reduction, 7.1 cubic inch displacement, 4 cycle "L" Head.  
**UPHOLSTERY**—Plastic covering over foam rubber.  
**FRONT AXLE**—Square tubular construction.  
**REAR AXLE**—1" O. D. solid steel axle, self aligning flange type pillar block bearings.  
**DRIVE**—16 to 32 sprockets, No. 40 half inch pitch chain.  
**FOOT THROTTLE**—Adjustable.  
**FRONT END SUSPENSION**— $\frac{1}{4}$  Elliptical.  
**CHROME**—On completed cars only; consists of: front axle, tie rod, drag link, spindles, front and rear bumpers, nerfing bars, steering wheel, brake handle and hub caps.  
**PAINT**—Laquer in standard colors—TWO-TONE.  
**DRIVER WHEEL**—Right rear wheel with a wheel locking mechanism which can be disengaged for free-wheeling from rear axle.  
**PARTS**—Available for repair or replacement due to wear or damage.  
**RADIUS RODS**—Adjustable for setting caster.  
**TIE ROD**—Adjustable.  
**DRAG LINK**—Adjustable.  
**SAFETY BELT**—4,000 pounds test, quick release, automotive type.  
**IGNITION SWITCH**—Off and on, toggle.

## PRESTON MIDGETS

542 West California Blvd.  
Phone YUKon 63-3582  
ONTARIO, CALIFORNIA

Anscraft...  
 **$\frac{1}{4}$  MIDGET**

\*Complete car ready to run  
Includes chrome, paint, naufrage upholstery and striped.

Complete Kit

**\$395**  
**\$335.**

Built to  $\frac{1}{4}$  midget specifications. Continental 2 h.p. engines used.

\*This offer for limited time only.



Dealer Inquiries  
Invited.

# ANSCRAFT

Product of Ansen  
Automotive  
6815 S. Normandie  
Los Angeles, Calif.  
Ph. PL 2-3176

## BELL $\frac{1}{4}$ MIDGET CRASH HELMETS



Same construction as Bell Indianapolis Helmets Fiber-glass plastic lamination with foam plastic liner gives maximum protection. Features break-away visor, heavy duty chin strap, & impregnated white color. Will fit boys ages 4 to 16. **\$36.50**  
tax included.

## BELL AUTO PARTS

DEPT. CC, 3633 EAST GAGE AVENUE  
BELL, CALIFORNIA

## QUARTER MIDGETS continued



Webco Speed Co., 19 East Valley Blvd., Alhambra, Calif. features many parts and accessories for  $\frac{1}{4}$  midget racers. Included in the photo: Amal carburetor, McHal helmet, air cleaner, cycle battery, fuel lines, goggles, spark plugs and even racing fuels.

Special small size crash helmets are available at Bell Auto Parts, 3633 E. Gage, Bell, Calif.



CONTINUED ON PAGE 60

For those who wish to make their own chassis, Bill Finley, 2918 E. Hullett St., Long Beach, Calif., has this fiberglass body.

### DO-IT-YOURSELF KIT

All welding, machining and fitting has been done at factory. Complete kit \$295 F.O.B. Factory. "King Size available for large children. (Five foot and over).

Complete CAR ready to run including automotive type chrome, custom upholstery and painted your color. F.O.B. Factory. \$395

Choice dealer franchises available.  
Easy payment plan in California.

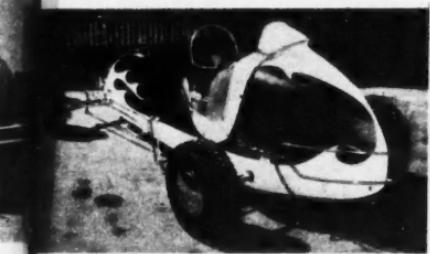


### WAHLBORG $\frac{1}{4}$ MIDGETS

13119 SO. DOWNEY AVENUE  
PARAMOUNT, CALIFORNIA  
MElcalf 0-5042



... has small three pound 6 volt wet cell battery ignitions. Standard cycle battery at rear is larger, weighs nine pounds.



Talborg 1/4 Midgets can be bought either kit or completed form. Address: 13119 S. Downey Av., Paramount, Calif. ME. 0-5042.

# SPEEDWAY 1/4 MIDGET\*

COMPLETE CAR READY  
FOR TRACK USE ... \$495.



COMPLETE PARTS  
COMPLETE KITS

\$365.

Complete repair department.  
Cars can be financed.

\*See complete kit picture on page 27.

 SPEEDWAY  
1/4 MIDGET MFG. CO.

11451 Von Owen, No. Hollywood, F.G. 5-9225

**Webco** HEADQUARTERS  
INC.

FOR 1/4 MIDGET RACING PARTS & ACCESSORIES  
WEBCO 19 E. Valley Blvd. Alhambra, California

## The OFFYETTE JUNIOR RACE CAR

FATHER AND SON TEAMS,  
GET INTO JUNIOR RACING!

COMPLETE CARS — CONSTRUCTION  
KITS — PARTS TO BUILD YOUR OWN

Organize your own Junior Racing Club —  
Send 25c for literature and illustrated parts list.  
Wheels — Steering Assemblies — Bodies —  
Axles — Clutches — Drive Units — Complete  
Cars — Construction Kits —

SUITABLE FOR CHILDREN FROM 6 TO 16

COMPLETELY SAFE TO OPERATE  
MAXIMUM SPEED CAN BE ADJUSTED BY A  
GOVERNOR TO AS LOW AS 5 M.P.H.

A REAL GASOLINE POWERED  
RACE CAR FOR YOUR  
SON OR DAUGHTER



### THE OFFYETTE FEATURES —

- Choice of 2 or 2½ H.P. Continental engines.
- Adjustable rack and pinion steering with 5:1 ratio.
- Transverse leaf spring suspension.
- Foot operated two wheel brake.
- Automatic clutch.
- Rewind starter.
- Beautiful fiberglass body.
- Foam rubber padding.

SCHILLER ENGINEERING CO.

795 Wyngate Drive East  
Elmont, Long Island, New York



## BUILD A 1/4 MIDGET

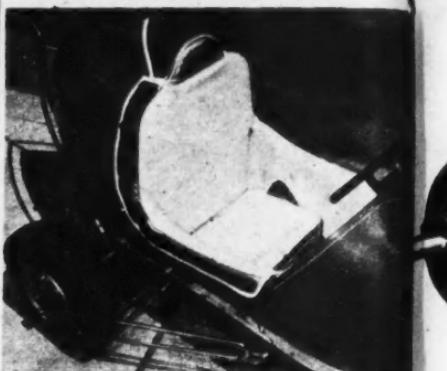
COMPLETE PLANS,  
DRAWINGS, PHOTOS,

SPECS and PARTS LIST. \$100 postpaid.

MY-T-MITE

2550 North Sherman Avenue  
E. Monte, California

## QUARTER MIDGETS continues



This is the upholstery included in the Amcraft kit and is made by Jack's Top Shop 1755 W. 64th Street, Los Angeles 47, Calif.

"SOUP YOUR CAR" New Hi-Performance  
DIRECTORY-CATALOG

**FREE!**



Shows How To Make Your Car  
A Money-Saving POWERHOUSE

Amazing new Directory-Catalog gives you facts on all track & road-proven power products. Shows how DOUBLE your car's performance, power, pick-up, mileage, safety, styling! Over 100,000 items in stock: Multi-Carburetion; Injection; Dual Exhaust; Ignition; Superchargers; Racing Cams, Heads, Pistons, Engines; Tools; Customizing Kits; Chrome; Sports Bodies; etc. BIG SAVINGS! "How-To" Tips, Power Secrets. FREE, no strings! Write to

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ALMOQUIST ENG. CO.

MILFORD, PA.

## VOR FIREFLY 1/4 MIDGETS • • •

### SAFEST CAR MANUFACTURED

True channel iron frame, heavy internal roll bar, heavy steel band under seat — attractive exhaust stacks which act as side bumpers —  $\frac{1}{4}$  steel bumper and nerfing bars. Handling qualities superior to any other car on track. Experience-engineered complete car, car kits, or parts to build your own car — wheels, sprockets, chains, axles, etc.



Write  
for free  
literature.

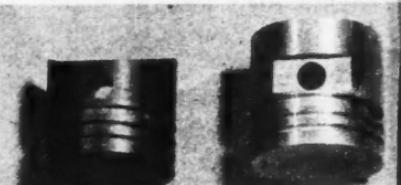
**VOR FIREFLY 1/4 MIDGET**

8260 PHLOX ST., DOWNEY, CALIFORNIA

Phone TOPaz 1-2711 or LOGrain 7-4397



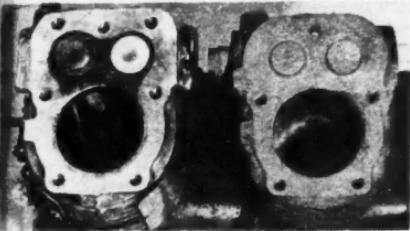
Also made by Jack's Top is this special rolled and pleated type at extra cost. Jack will upholster any car in any way desired.



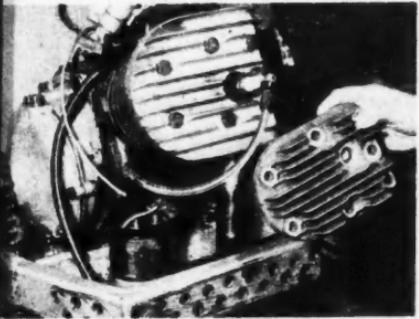
Special narrow ring piston at left is made by JE. Al Sharp, 6307 Wilmington Ave., Los Angeles, Calif., also makes speed equipment.



Most widely used engine for  $\frac{1}{4}$  midgets is the Continental 2 or 3 hp with reduction gear box. Contact any Continental dealer.



Cover car engine at left uses cut down V8-60 valves to replace small 1 inch valves in stock engine. Bore size remains stock.



Evans' high compression head, on engine, is aluminum for better cooling. Evans equipment, 2550 No. Seaman, El Monte, Calif.

CONTINUED ON PAGE 66

MAKE A  
DEPENDABLE RED SEAL  
THE  
HEART OF YOUR MACHINE



Finest power for racers, scooters, lawnmowers, garden tractors—any job within their capacity—is one of today's Red Seal heavy-duty air-cooled models. They're built to get up and go, and backed by engine experience dating from 1902. Greater piston displacement gives power in excess of rating, plus low-speed lugging ability that eliminates stalls. Exclusive Contex ignition system speeds and simplifies adjustment, doubles life of points and plug. Optional low oil level ignition cutoff ends hazards of running dry.

NOW AVAILABLE with built-in flywheel generator charging batteries or lighting lights.

FOR  
DESCRIPTIVE BULLETIN  
AND ADDRESS OF YOUR  
DEALER, DROP A CARD  
TO "MIDGETS," AT THE  
ADDRESS SHOWN BELOW:



AU  
Series Horizontal Shaft



AD  
Series Vertical Shaft

Continental Motors Corporation

INDUSTRIAL AIR COOLED ENGINE DIVISION  
12800 KERCHÉVAL AVE. DETROIT 15 MICH.



# SPEED

## **ON SALT**

Baldwin-Sommersfeld 'A' lakester set new record of 160.036 mph in wing tank powered by a Riley four-port '32 Ford engine.

## BONNEVILLE

**FASTEST QUALIFYING SPEEDS (ONE-WAY)**

FASTEST QUALIFYING SPEEDS (ONE-WAY)			CLASS & ENTRY	BODY & ENGINE	SPEED
<b>CLASS &amp; ENTRY</b>	<b>BODY &amp; ENGINE</b>	<b>SPEED</b>			
<b>B ROADSTER</b> DeArmond & Markley San Carlos, Cal.	'29 Ford-Dodge V8	174.41	<b>D LAKER</b> Valley Auto Spcl. Phoenix, Ariz.	Wing Tank-Chrysler	215.10
<b>C ROADSTER GAS</b> Carroll Thompson Sherman Oaks, Cal.	'29 Ford-Ardun	144.69	<b>C STREAMLINER</b> Golden Rod Denver, Colo.	Streamliner-Olds	189.87
<b>C ROADSTER</b> Axell & Walker Los Angeles, Cal.	'29 Ford-Ford	167.28	<b>D STREAMLINER</b> Attempt I Redwood City, Cal.	Streamliner-Chrys	149.42
<b>D ROADSTER GAS</b> Wesley Bevly, Jr. Clarkwood, Tex.	'31 Ford-Cad	153.51	<b>E STREAMLINER</b> Bob Jones Skyland Ford Denver, Colo.	Streamliner-3 Fords	261.81
<b>D ROADSTER</b> Enderle Hardware Spcl. Pasadena, Cal.	'29 Ford-Chrys	164.53	<b>SPORTS CARS (under 1500cc, closed)</b> Bill Sacco Cicero, Ill.	Porsche Carrera	120.80
<b>A MODIFIED ROADSTER</b> Harold Johansen Sherman Oaks, Cal.	'27 Ford-Ford 4"	140.18	<b>SPORTS CARS (over 1500cc, open)</b> Dr. John Teverbaugh Concord, Cal.	Bengt-Chrysler	153.84
<b>B MODIFIED ROADSTER</b> Don Wolfe Arcadia, Cal.	'27 Ford-DeSoto V8	178.83	<b>SPORTS CARS (over 1500cc closed)</b> Barnes & Lansen Reseda, Cal.	Sorrell-Chrysler	175.43
<b>C MODIFIED ROADSTER</b> Summer Brothers Pomona, Cal.	'27 Ford-Chrysler	204.31	<b>NEW TWO-WAY RECORDS</b>		
<b>D MODIFIED ROADSTER</b> Summer Brothers Pomona, Cal.	'27 Ford-DeSoto (blown)	213.14	<b>B ROADSTER</b> The Perry Boys Los Angeles, Cal.	'29 Ford-Dodge	168.797
<b>E MODIFIED ROADSTER</b> Don Samelson Seattle, Wash.	'29 Ford-Olds (blown)	163.93	<b>C ROADSTER GAS</b> Carroll Thompson Sherman Oaks, Cal.	'29 Ford-Ardun Merc	145.988
<b>B COUPE/SEDAN</b> Eppling-Garret-DeYoung Riverside, Cal.	'34 Ford-DeSoto V8	137.19	<b>D ROADSTER GAS</b> Wesley Bevly, Jr. Clarkwood, Texas	'31 Ford-Cadillac	153.910
<b>C COUPE/SEDAN GAS</b> Al Miller Whittier, Cal.	'49 Olds-Olds	141.06	<b>C MODIFIED ROADSTER</b> Ruddy & Weinstein Beverly Hills, Cal.	'27 Ford-Ardun Merc	200.009
<b>C COUPE/SEDAN</b> Bowman-Watson Los Angeles, Cal.	'34 Ford-Ford (blown)	152.54	<b>D MODIFIED ROADSTER</b> Quincy Auto-Ross-Jacobson Los Angeles, Cal.	'27 Ford-Chrys	204.869
<b>D COUPE/SEDAN GAS</b> Dr. Nathan Ostich Los Angeles, Cal.	'56 Chrysler 300-B	141.95	<b>C COUPE/SEDAN GAS</b> Thomas Poole Mt. Clemens, Mich.	'55 Chev Chevrolet	137.550
<b>D COUPE/SEDAN</b> Sanchez-Cagle-LeMmen Bellflower, Cal.	'53 Stude-Chrys	185.18	<b>D COUPE/SEDAN GAS</b> Dr. Nathan Ostich Los Angeles, Cal.	'56 Chrys-300-B	141.579
<b>A COMPETITION COUPE/SEDAN</b> Secor Spcl. El Monte, Cal.	'34 Ford-Ford 60	123.79	<b>D COUPE/SEDAN</b> Sanchez-Cagle-LeMmen Bellflower, Cal.	'53 Stude-Chrys	163.715
<b>C COMPETITION COUPE/SEDAN</b> Cobbs Engr. Spcl. Santa Monica, Cal.	'34 Ford-Chev (blown)	185.95	<b>A COMPETITION COUPE/SEDAN</b> Secor Special El Monte, Cal.	'34 Ford-Ford 60	116.176
<b>D COMPETITION COUPE/SEDAN</b> Half-Fest Los Angeles, Cal.	'34 Ford-Chrys	179.55	<b>C COMPETITION COUPE/SEDAN</b> Cobbs Engineering Spcl. Santa Monica, Calif.	'34 Ford-Blown Chev	187.987
<b>E COMPETITION COUPE/SEDAN</b> Callaway & Werobieff Los Angeles, Cal.	'34 Ford-Chrys	166.66	<b>H LAKER</b> Lodge Spark Plug Spcl. Fresno, Cal.	Cooper-Triumph	92.344
<b>H LAKER</b> Lodge Spark Plug Spcl. Fresno, Cal.	Cooper-Triumph	94.83	<b>A LAKER</b> Baldwin-Sommerfeld Burbank, Cal.	Wing Tank-Ford 4	160.036
<b>A LAKER</b> Baldwin & Sommerfeld Burbank, Cal.	Wing Tank-Ford 4	162.16	<b>D LAKER</b> Valley Auto Spcl. Phoenix, Ariz.	Wing Tank-Chrysler	213.190
<b>C LAKER</b> Holder & Case Menlo Park, Cal.	Wing Tank-Ardun	214.15	<b>SPORTS CARS (under 1500cc, closed)</b> Bill Sacco Cicero, Ill.	Porsche-Carrera	122.019
			<b>SPORTS CARS (over 1500cc, closed)</b> Barnes & Lansen Reseda, Calif.	Sorrell-Chrysler	164.312

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SPEED

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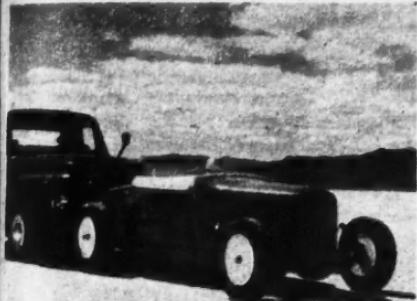
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AFT



Axtell-Walker 'C' roadster used a Ford flathead engine with an Italmechanica blower for top class time of 167.28 mph.



Crysler engine pushed this 'D' class coupe/sedan '53 Stude to a new record of 163.715 mph. Top qualifying time was 185 mph.

REVEALING ONE OF THE  
The SUCCESS SECRETS  
of the GUARANTEED ISKENDERIAN  
SUPER FINISHED and PARKERIZED  
OHV V8 REGRINDS

## The Localized... High Frequency INDUCTION HARDENING PROCESS

Iskenderian is the first to apply this highly successful electronic method of surface hardening with controlled molecular surface structure, to racing camshaft lobes. Each lobe is passed through an electrical magnetic field that instantly raises the surface temp. In excess of 1500°F and then is immediately immersed in an oil bath quench. Since this process is so instantaneous, and accurately controlled the lobes are hardened only to a depth of  $\frac{1}{4}$ " leaving the center of the core with the same desirable and ductile characteristics as the stock cam. The result is a cam that is tops both in performance and dependability.

**ED ISKENDERIAN**

DECEMBER 1956

6338 Glendon Ave., Culver City, Calif.  
Texas 0-6281 - Tel. 7-8442 - Ext. 8-1259

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## CUSTOM QUERIES

BY  
**NEIL  
EMORY**  
VALLEY CUSTOM SHOP

### "COM-PRE" LOWERING KIT

Dear Neil:

I am inquiring about a lowering kit called "Com-Pre". I would like to know if you could fill me in on where I can procure the kit and its price? I also would like to know if you can list the cars, year and model, for which it is designed?

— Dennis Irlebeck  
St. Genevieve, Missouri

The rear coil spring lowering kit, "Com-Pre", is handled by us and is only made up upon order. The kits are designed for a maximum two drop and are available for the Buick and Oldsmobile products. Price is \$25.00 (no C.O.D.). When ordering state year, make, and model. Write: Valley Custom Shop, 1871 Victory Place, Burbank, California.

### ROCK 'N ROLL CUSTOMIZER

Dear Neil:

I have heard that a few of the top custom "whiz kids" have installed small 45 rpm record players in the glove compartments of their cars. I would like to follow through with a similar installation on my '49 Mercury but lack the knowledge. Maybe this is a little off the beaten path for a custom shop, but presume you might be able to give me a few pointers on what is required for the installation? I am also interested in chopping the top of the Merc and was wondering if you have available any comprehensive reports explaining basic procedure?

— Dan Bergenski  
Burbank, California

Suggest you check in with a local automotive

electrical shop. They sell converters that will transpose your car's 6 volt electrical system to a 110 series, which will allow you to use your record player, electric shaver, vacuum cleaner, hair curler, vibrator and alarm clock! In the forthcoming January '57 issue of CAR CRAFT we have planned a very informative article on "Secrets of Top Chopping". Being that this particular subject is very entailed to explain strictly with editorial copy, I suggest that you be with us at that time.

### '50 FORD — LITTLE BY LITTLE

Dear Neil:

I have been customizing my '50 Ford little by little over the past year and now am ready to restyle the grille. I'm looking for a different treatment, but something that won't become a financial nightmare to my restricted pocketbook. We've got '54 Pontiac grille bars and accessory type grille bar installations running out our ears here in Greensboro, so I would like to stay away from this particular styling. Thought you would be just the source for a new idea, and I would deeply appreciate and consider, any, and all suggestions. I would like to retain my stock grille extension wrap-around pieces. But if they have to go — go already!

— Carl Bodsford, Jr.  
Greensboro, N.C.

An item that you might take advantage of, Carl, is to have a local sheet metal shop make up for you, a special horizontal grille bar that would match up with your stock extension pieces. Have them bend and contour the front edge of the special grille bar so that you can install vertical grille pieces from a '54 Chevrolet. The amount of vertical grille pieces installed is strictly up to you. Of course, the special horizontal grille bar will have to be chromed, but over-all, this assembly should be inexpensive and easy to build. You might measure out a '54 Chevrolet horizontal grille bar to see if it would reach across your Ford's grille opening to the extension arms, if it will reach and mate satisfactorily, there is no need for building a special sheet metal horizontal grille bar. So go already!

### ELECTRICAL PUSH BUTTONS

Dear Neil:

Would you please send me the information needed for installing electrical push buttons in the doors of my '50 Mercury? I have

searched everywhere trying to find out just how it is done.

—Gerald Lewandowski  
Chicago, Illinois

I have looked all over trying to procure information on how to correctly install an electrical push button door system, but to no avail. If my memory serves me right, I remember that CAR CRAFT did a big spread on just such an item. Is this true, and if so, when?

—Martin Colombo  
Lewiston, Michigan

Sorry men, but the issue of CAR CRAFT where this particular item was thoroughly covered step-by-step has been completely sold out. Best suggestion I have is for you to try to dig up a September '55 issue of CAR CRAFT. Per chance this is to no avail, check in with our companion magazine, HOT ROD. In their October '56 issue you will find a feature titled "The Magic Door". I'm sure that this article will furnish you with the information needed.

## DON'T MISS

The  
Secrets of "Top Chopping"  
—by Valley Custom  
January '57 Issue  
ON YOUR NEWSSTAND  
DECEMBER 4th



A new mechanical "cold" method of  
bolting door metal  
which is finished  
dark with original  
metal substituted  
Gummed.

PATENT PENDING

## NOW! you can DE-CRONGE at home

Replace metal with metal with  
the new mechanical method.

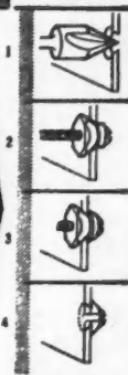
1. Remove hole.
2. Install plug from outside, turn screw to left to expand sleeve and lock plug permanently in place.
3. Turn off screw.
4. Grind out flush with metal surface, ready for primer.

Plugs to fit standard  $\frac{1}{4}$  or  $\frac{3}{8}$ " holes. Drill odd size holes to fit above sizes.

Prices: Reamer \$1.45, Plugs \$1.20 doz. Kit with reamer and 50 Plugs \$3.95 pp.

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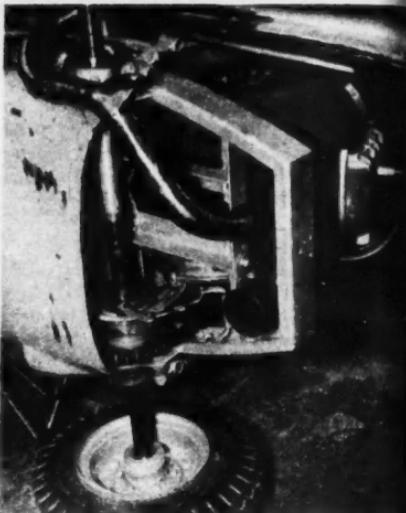
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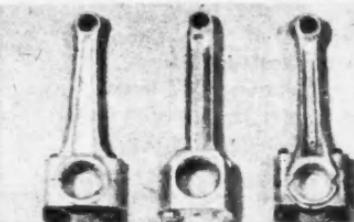
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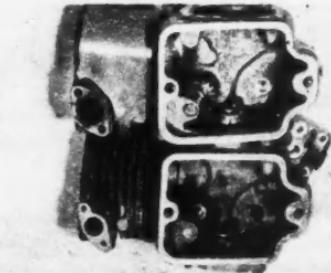
## QUARTER MIDGETS continued



Many types of brakes are used. Lodes' car has front wheel brake from a Schwinn bicycle adapted to axle, is hand operated



Center rod is special made from aluminum bar. Others are stock, have no bearing insert, can break if engine is hopped up



Bottom engine is stock. Upper engine has been ported, relieved slightly and cam shaft has roller bearing support in block

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# CUSTOMIZE WITH "PLASTIC SURGERY"

*You can repair and restyle auto bodies  
with TAP\* fiberglassing KITS!*

WAY OUT CUSTOMIZING or just minimum modification is a snap with TAP Fiberglas and Tapox Resin Kits. An example is this jewel of Johnny Johnson's. Beginning with a 51 Kaiser and using TAPKITS exclusively, he came up with a custom loaded with HTP—"head-turning-power"!



AIR SCOOP FINS and hooded headlights were made entirely with TAP "glass". A single sheet of hardened "glass" was used as a base. Final lines and contours were achieved with additional layers of Fiberglas soaked in Tapox Resin. Finished job looks like it had been stamped out in one piece by Detroit!

YES, any amateur carcrafter can repair and restyle auto bodies with professional results with TAPKITS. These kits contain genuine Fiberglas and Tapox resin, guaranteed to bond permanently to any metal. These materials are easy to apply and easy to finish and cost less than one-third cost of leading and welding!

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Whether it's just a dechroming and frenching job or air scoops and fins, the greenest beginner carcrafter can turn out prize-winning work with TAP's special metal-bonding plastics. No wonder thousands of backyard customizers all over the world are ordering

TAPKITS! Professional auto body repairmen are now using TAP "glass" for repairing rust-outs and dents because it's much more economical and easier to apply than lead.

TAPKITS are the ORIGINAL Fiberglas and resin kits for PLASTIC SURGERY on auto bodies. Don't be misled by claims from imitators . . . only epoxy resin will bond Fiberglas to metal permanently . . . TAPOX Resin is the finest epoxy resin that money can buy. TAP "glass" is THE carcrafting plastic the major auto magazines have been featuring.

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## \*Taylor & Art, Inc., Plastics

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\$ \_\_\_\_\_ enclosed. Send the items checked immediately, postpaid.

TAP Carcrafter KIT C-10, \$3.95. Contains 500 sq. in. special treated "A" weight Fiberglas cloth, proper amount of genuine TAPOX epoxy resin and hardener, milled Fiberglas fibres (for making filling paste), thixotropic powder (for use with resin to prevent run-off on vertical surfaces), mixing cups and spoons, brush, and complete illustrated instructions.

TAP Carcrafter KIT C-25, \$12.45. Contains 2000 sq. in. of special "A" weight Fiberglas cloth, proper amount of genuine TAPOX epoxy resin and hardener, milled Fiberglas fibres (for making filling paste), thixotropic powder (for use with resin to prevent run-off on vertical surfaces), mixing cups and spoons, brush, and complete illustrated instructions.

THE GLASSER'S MANUAL, \$1.00. Complete guide for beginners in repairing and restyling auto bodies with Fiberglas and resin. Over 50 photos, non-technical.

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